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OCTOBER 11, 1958

# The SPHERE

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– THE WORLD'S NEWS IN PICTURES

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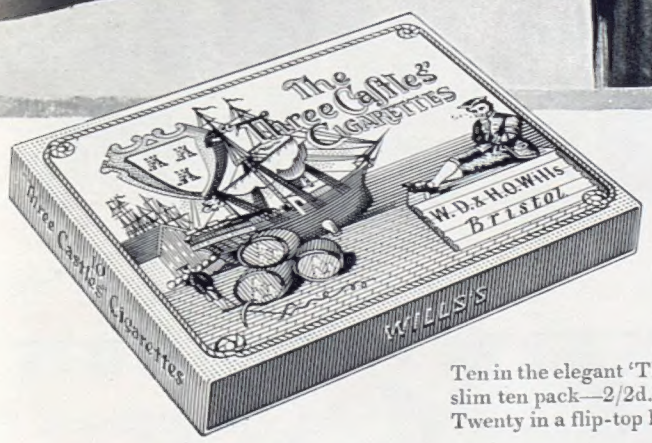


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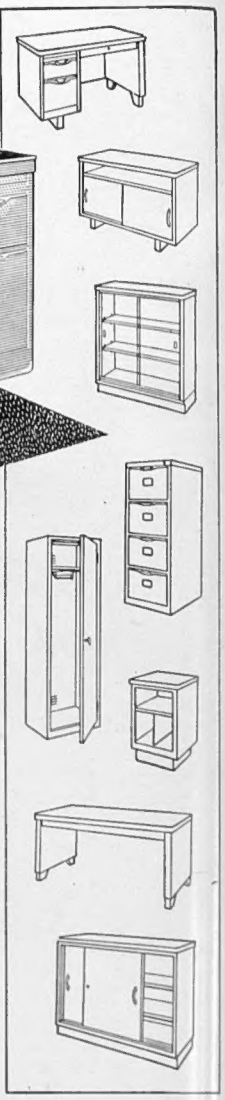

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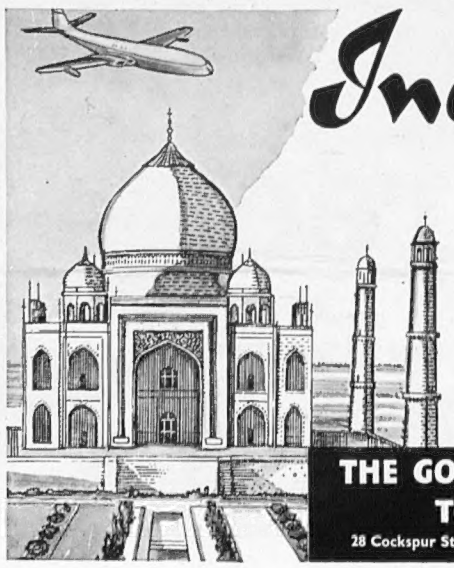

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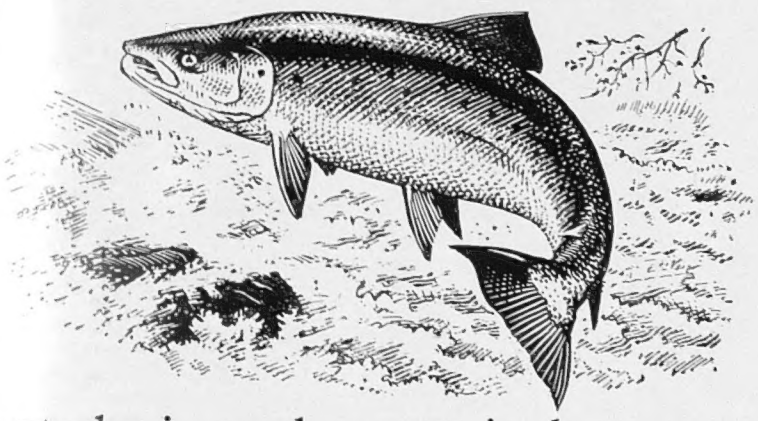

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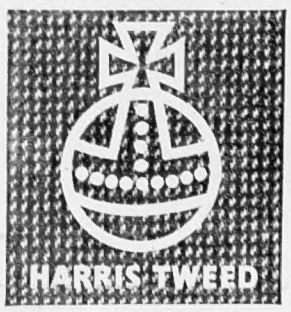


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Volume CCXXXV No. 3054

The SPHERE, London, October 11, 1958

# The SPHERE

with which is incorporated THE GRAPHIC

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**THE COMET 4 MAKES HISTORY—B.O.A.C. STARTS A WEEKLY JET AIRLINER SERVICE ACROSS THE ATLANTIC: At the controls of the Comet 4 called *Delta Charlie* are the Commander, Captain R. E. Millichap (left), and his co-pilot, Captain K. J. Monk, before the take-off at London Airport. Last Saturday B.O.A.C. started a weekly service from London to New York and New York to London with two Comets. *Delta Bravo*, flying east, passed *Delta Charlie* 1,980 miles out from New York.**

Whether or not B.O.A.C. and Pan American were indulging in a race to see who could first place a jet airliner in regular passenger service across the Atlantic, the return of the Comet, with all the publicity of an inaugural flight, was a triumph for de Havillands, the makers, and for British aviation in general. Pan American for weeks had advertised that one of its Boeing 707's would be first across the Atlantic. It came as a surprise when last Saturday, ahead of any anticipated schedule, two Comets, *Delta Charlie* and *Delta Bravo*, took off respectively from London and New York. *Delta Bravo*, flying eastwards and with strong tail winds, broke the record for passenger aircraft by crossing in 6 hours and 12 mins. from take-off to touch-down. *Delta Charlie*, flying westwards against the winds, took 10¼ hours, making a refuelling stop at Gander. B.O.A.C. announced that Comets would fly a weekly service, outward bound from London on Fridays, and homeward from New York on Sundays. It is hoped to increase the frequency of flights until there is a daily service by the beginning of December. (Further pictures of the Comet are on pages 51 and 53.)

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

**ELECTING THE NEW LORD MAYOR OF LONDON : A view of the scene at the Guildhall during the election ceremony at which Sir Harold Gillett, Alderman of Bassishaw, chosen as Lord Mayor of London for the coming year. He will be admitted to office on November 8. After being chosen, the Lord Mayor-elect declared his "willingness to assume this great office," to carry out the duties to the best of his ability, and to uphold those traditions of the City built-up over the past cent**

# A London Newsletter

195-198, STRAND, W.C.2.

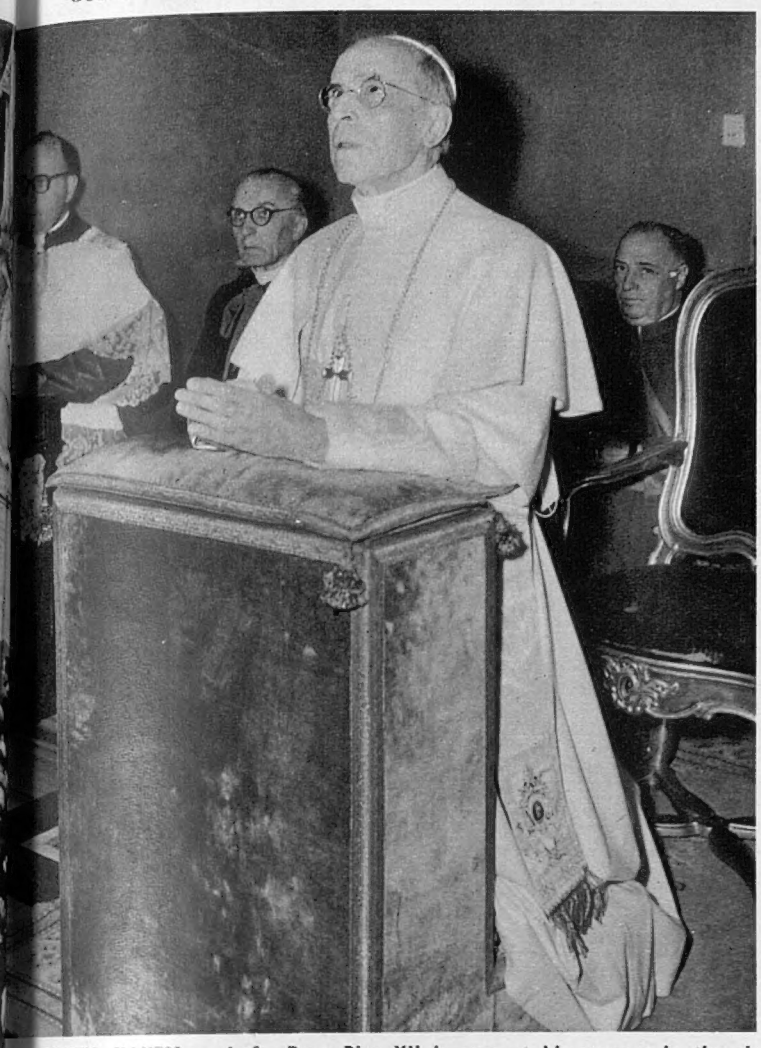
**One Massive "*Oui*."**—The totally unexpected size of the majority in favour of de Gaulle's new constitution for France, revealed in the referendum, was surely, above all, clear proof of a long-delayed determination of Frenchmen of all parties to restore to their loved country the dignity and world influence it has steadily lost over decades of shameful failure in the Parliamentary practices of the Fourth Republic. Until the Algerian crisis drew de Gaulle from his retirement, cynicism had continually grown, intensifying apathy rather than stiffening determination to make an end of the party caucuses and the swift shuffles of the greasy pack of professional politicians which since the First World War had bedevilled constructive restoration of a shattered nation, the revival of national pride and hope, and of a strong and dignified co-operation on the part of France with her Western allies against the ever-growing menace of the Communist bloc. When de Gaulle at last emerged, a big majority in Metropolitan France must have seen in him the only instrument by which the never-dormant voice of the Resistance could achieve its object—a strong and patriotic Government capable of restoring purpose, dignity and hope, and a measure of unity to a nation which before the '20's exercised so vital an influence in Europe. To achieve that purpose, a vast majority of the French nation has given to one man temporary plenary powers which have been anathema to Frenchmen since the final fall of Bonaparte; and more than that, have given him a blind *carte blanche* to perform miracles. For, if the Algerian crisis gave France at last the instrument, it made the stupendous task of rebuilding infinitely more complex and imponderable. The massive "*oui*" was for a reborn France and for de Gaulle as the only hope of attaining it. The voting at Colombey confirms that belief. The solitary adverse voting in French Guinea as clearly shows that Colonial France has no present desire for secession while de Gaulle tries his hand at re-creating the former greatness of the mother country, achieved by a liberal colonial policy.

**Voting in Arkansas.**—Massive "*ouis*" are the fashion. Little Rock, the capital of Arkansas, turned out in force on the day of the French referendum, to give a two-thirds majority to Governor Faubus's scheme to prevent Negroes attending all-white schools in the district. Whether the wording, pro or con, was fair in the sense of presenting the whole complex problem in a simple and yet all-embracing form to the voter, the acceptance of the Faubus plan definitely discards the latest, and presumably final, decision of the Supreme Court of the U.S., and already that Court has taken note of Arkansas' intransigence and held up Faubus's intention to open almost immediately the now-closed schools as private educational establishments, by leasing four schools involved, from the Little Rock School Board. Those responsible for the complications and rearrangements involved seem to have had less faith than the Governor in the possibility of immediate resumption of Little Rock's educational system on the "right" lines. And, indeed, the refusal to accept the Supreme Court's ruling on national policy, presumably by devices *within the law*, must raise many legal points and difficulties which American lawyers and courts of all kinds are not usually prone to settle quickly or definitively. And it is to be presumed that the President of the U.S. must take further action in upholding the policy of his Government and the law of the land.

**The Socialists in Conference.**—Mr. Gaitskell, also, has caught the craze for "massive *ouis*." He and some of his chief supporters and sometime critics in the party have come to the conclusion that the Labour policy statement would gain more interest and appeal in the country to-day if a more united and vigorous voice from the top sent out a massive "*oui*" over the length and breadth of the country. In this aim, the motion on Quemoy succeeded perfectly. That on agriculture was massive enough when the suicide motion to nationalise land had been disposed of. It was different with the motion on the public schools. Only by the skin of their teeth did the National Executive at Scarborough succeed in postponing the motion to outlaw the public and fee-paying schools, and to read that project into the policy document *Learning to Live* as a priority item. No doubt, the realisation that that "educational reform" must alienate the important Roman Catholic vote at the next General Election saved the Executive from acute embarrassment. But it was anything but a *massive* "*oui*," and the memory of the massive class prejudice and willingness to interfere with personal liberty, shown at Scarborough, will live on till next year and beyond in the memory of the electorate.

**To Outlaw the Colour Bar.**—The National Executive of the Labour Party decided that, to make an end of racial prejudice, especially against coloured immigrants, in Britain, the next Labour Government will adopt a seven-point policy. Its policy statement began with some corrective statistics. The highest estimate of coloured immigrants for the current year, from the Indies, India and Pakistan combined, is little higher the annual immigration from Canada and Aust say around 30,000. Still, the number of Britons emigrate from Britain exceeds that total. To immigration from the Commonwealth, the Exec argued, would break the Commonwealth up. Even the nation remains satisfactorily homogeneous. Ther only four coloured persons in every thousand of population. The "seven-point programme" sketche for Labour's next Government is worth examining practicability. The first two points are sound enou regular consultations with Colonies, continual impr ment of housing conditions at home. Nos. 4 a concern educational efforts, official and local, to inc knowledge of, and sympathy with, Commonw people. Unexceptionable, if long-term items. E to create understanding between all minority gr in Britain itself is making little headway. No. 5 whale of an item, not to be achieved by a stroke o legislative pen. "To restore full employment endangered by the Tory Government." That smel party politics and the wilder shores of promise. N requires a vast expenditure on economic aid to the un developed countries, while No. 7 suggests that "c crimination in public places" can be put down legislation. I wish it could put down bank robb road offences, burglary and suchlike evils.

**Communists and Quemoy.**—Experts students of world politics and trends are puzzling heads to find a reason or reasons why Pekin chose present juncture to fasten on the offshore islands collect in those waters America's massive show of stre They ask whether Quemoy is merely one point on globe in a Communist-planned series of hit-and raids to confuse and soften up the West, and if it b whether Russia approves in principle—as she surely do but is worried in particular lest her programme shou halted by this item and lead to consequences not at moment welcome to her. Or whether it stems fr Communist China's national aspiration without los time to regain "face" lost by the apathy and ch of past decades, a first proof that the Pekin Governm will never rest till she has regained all her pre- territories and proved herself the peer of those G Powers which have held or largely increased their pos sions. If it be that, how far is China prepared to to-day and what support can she expect from Big Broth Words and threats and even promises are easily counted in a world that never stops talking, but perh they have slightly softened up Mr. Dulles. I am equipped to enter the lists of speculation among professors. But I take note of a minor point. number of shells which have fallen on those tiny isl a stone's throw away suggest comparison with the int bombardments which preceded our attacks in the



THE POPE'S ILLNESS: *Left*—Pope Pius XII is seen at his prayers in the chapel of his summer residence at Castel Gandolfo last Sunday. *Right*—Tourists at the entrance to the Vatican on Monday inquire for news from a Swiss Guard after it had become known that the eighty-two-year-old Pontiff was critically ill at Castel Gandolfo. He had suffered a stroke. In the evening his doctors announced "The Holy Father's condition has visibly improved with regard to the cerebral circulation disturbances. Adequate treatment is being administered. His strong constitution is resisting, but further observation is necessary before a positive forecast can be made."

phases of World War I. To judge by news and photographs, the damage done is not yet crippling. The inhabitants go about their business—men, women and children—between bombardments and shops do business in the little streets. This does bring home to one—who once believed that nothing could survive a Somme bombardment—how far back into the category of bow-and-arrow warfare are conventional weapons to-day. I suppose 30,000 of the latest conventional shells on a tiny area are not equal to the explosion of the smallest atomic bomb. No doubt the point is not lost on the Pekin war lords. It could be one of the reasons why the seven-day suspension of shelling has been offered.

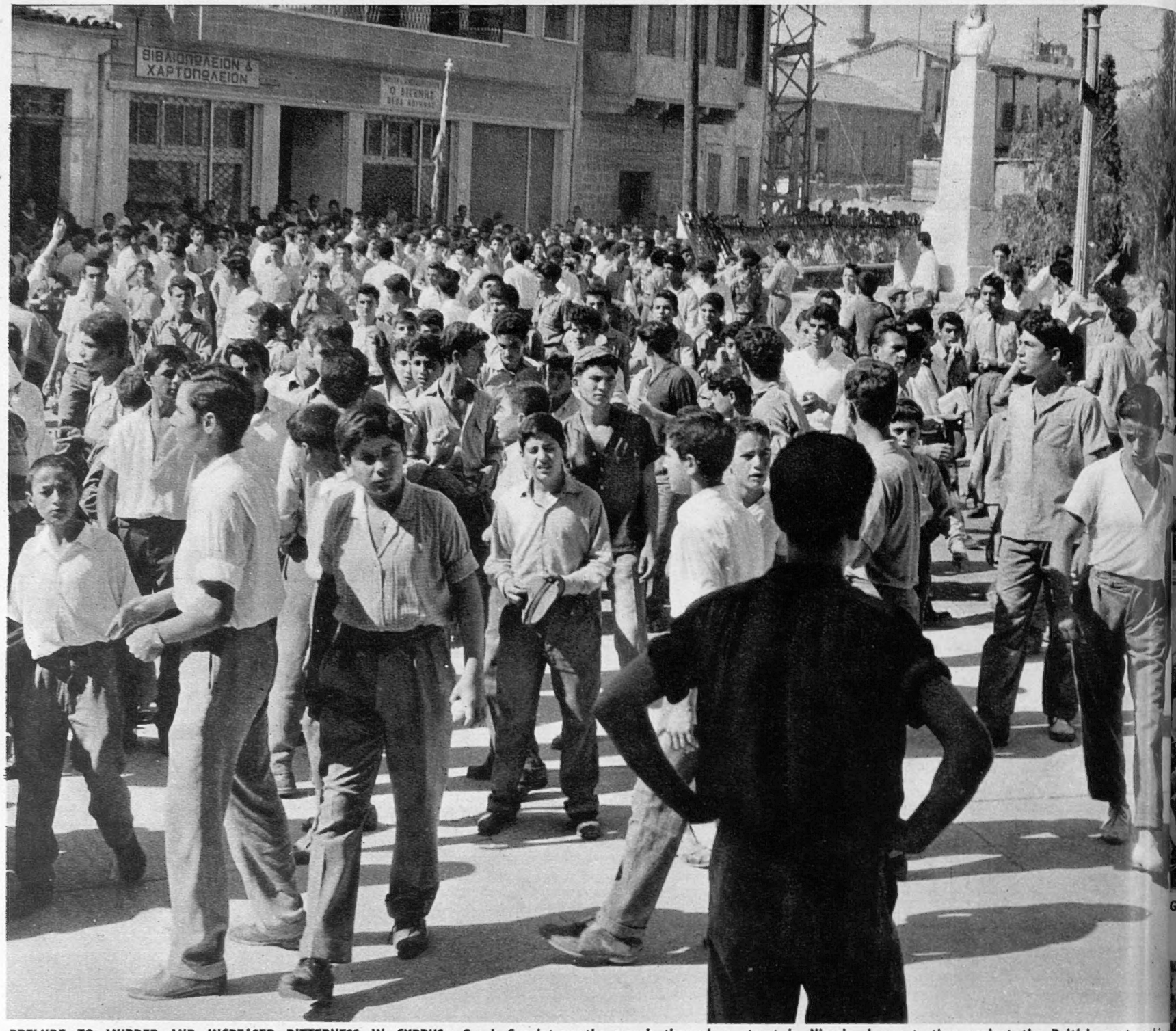
**Tory M.P.s and Resignations.**—It came as a surprise to me to learn that nearly thirty sitting Tory M.P.s have announced their decisions not to stand again. The latest to do so, Mr. Lucas, is quite a young man. The bulk of them give advancing age as the reason, and it is not unlikely that several more may announce the same decision before next spring. But several of them find the demands of business too heavy to enable them to carry out their Parliamentary duties. This high figure of resignations certainly supports the arguments of all who consider M.P.s still underpaid, and no doubt the standard of living regarded by most Tory M.P.s as very moderate could not be attained at the present scale of allowances without private means or business emoluments. These figures will be very much in the mind of the Premier and Lord Hailsham, and they must be glad that they have ruled out a General Election in 1958, which would in the circumstances be neither "cricket" nor "box-office." The General Election, when it comes, will be very hard-fought and very important, and new choices will certainly require as many months as possible in which to nurse their constituencies and get to know their friends and foes, the local snags and current grievances, among their electorate. In marginal seats, the understudy launched too suddenly into the star role will find it hard to get across at the next General Election. Whether these bulk defections from among the sitting Tories will lower the average age of the next Tory representation, no one has yet estimated. Money, age and a sense of frustration or dislike of discipline may all be among the causes of resignation.

**Police Reorganisation.**—The *Sunday Times* was on sure grounds when it claimed that public anxiety about the present state of our police system existed and was growing as a result of "recent events." Response by readers of its recent articles confirmed that anxiety which stemmed from many other matters beside the apparent increase in crime. As to that last, neither statistics nor Home Office assurances satisfy the public that the police are still "on top" of the criminal world in London. The *Sunday Times* argues that the case against the small county or borough police force is overwhelming. It says that local and petty politics and personalities can bedevil efficiency and that promotion to, and the range of choice for, the higher posts are obviously limited. It needs more examination to decide whether there are not equally good arguments on the side of the small county force. It knows its own area thoroughly; it has a fine local *panache* which stimulates efficiency. It keeps tabs on its small and notorious criminal population, and it has the great benefit that its members are known to the population it serves. Some of these advantages are not present in larger regional forces, and it is to be noted that more of the recent troubles unearthed within police forces belonged to the larger units. The larger the unit, the more room there is for hidden evils and the less opportunity to benefit by close and accurate knowledge of local conditions. Over-administration is always a danger, and, with all police forces, the thing that counts most is that the police should know their people and the people know their police.

CONVOCATION OF CANTERBURY: Listening to a speaker at the autumn session of Convocation at Church House, Westminster, are, from left: Dr. H. Montgomery-Campbell, Bishop of London; Dr. Geoffrey Fisher, Archbishop of Canterbury; Dr. A. T. P. Williams, Bishop of Winchester, and the Ven. C. F. Hilder, Prolocutor of the House of Clergy.

**"Flick" Knives.**—Probably at no time in war or peace has the fashion in children's playthings been so murderous and lethal. The most excellently brought-up little village boy must have his pistol or tommy gun, and a knife or dagger of some sort is the first requisite of primary school fashion. And as the nastier boys grow older, they are influenced by horror films and grow to admire the "daring" of the Teddy boys; and toy pistols are not enough. They must have weapons which can give a good account of themselves in "real-life" defence and attack. For years it has seemed odd to me, as juvenile crime mounted, that so many weapons, intended for innocent purposes, are made with such deadly potentials. A certain type of long, pointed paper-knife, for example, is produced with all the unnecessary powers of death of an Italian stiletto. The "Swedish knife" of my childhood, legitimate at school, was never so deadly. The modern "flick" knife is as horrible a weapon as any Commando needs in war. Such weapons are needed in certain trades, shoe-repair, butchery, blacksmithing, and so on, and are useful in certain sports. No doubt, it would be difficult to control their sale to young people either by means of a crippling purchase tax or by an age standard, and undesirable, in view of the complexity of duties thrown on the police, to give to them the power and duty of demanding on the spot, from a youthful carrier, sufficient reason for its possession. But it might be possible to limit the import from Italy, where most of these things are made, and to put a duty on all shopkeepers to refuse to sell them to teen-agers without proof that the purchaser is apprenticed to a "user" trade.

THE OLD STAGER




**PRELUDE TO MURDER AND INCREASED BITTERNESS IN CYPRUS : Greek-Cypriot youths march through a street in Nicosia demonstrating against the British partnership The scheme, which envisages Anglo-Greek-Turkish participation in Cyprus, was formally introduced by Britain on October 1, in spite of Greece's rejection Cypriot-Greek demonstrations against participation were followed by a brutal outburst of killing, including the murder of a British woman, the wife of a sergeant, in Fama**

**AFTER THE KILLING OF A BRITISH WOMAN : Inside a hospital in Famagusta, youngsters sit bandaged. They are Greek Cypriots who alleged that they had received their injuries in the widespread round-up of suspects by British troops following the murder of the sergeant's wife. Some 650 Cypriots were detained for questioning.**

# THE TERROR IN CYPRUS

*Murder and Violence on the Island; Anti-British Riots in Greece*

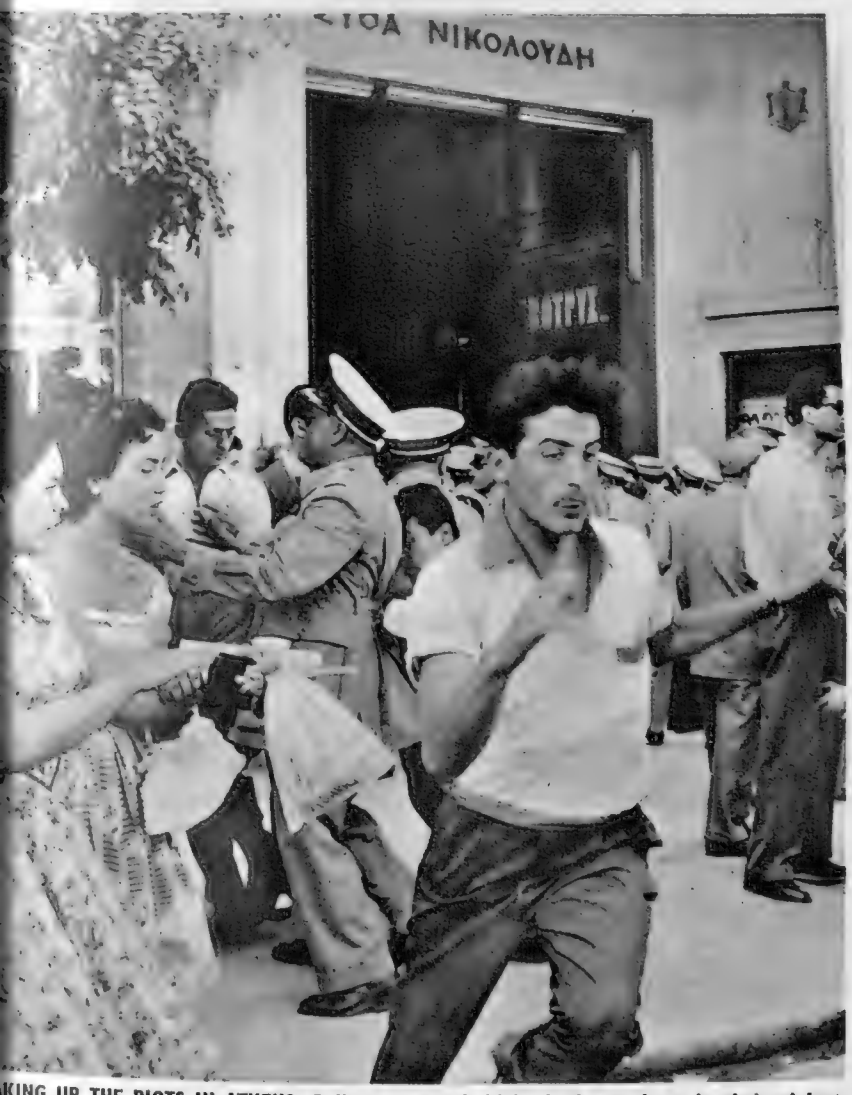
To the many black dates in the Cyprus calendar, Fr October 3, 1958, must now be added as one o darkest. Two British women, both wives of British-A sergeants, were out shopping in Famagusta when they shot down in broad daylight by Eoka gunmen. One o women, Mrs. D. J. Cutliffe, the mother of five chil died almost at once. The other, Mrs. R. H. Robinson, seriously wounded. All available British troops in the were called out and in an understandable cold rage went to work to track down the killers. Within twenty hours 650 Cypriot suspects had been arrested, but i understood that all but two of them were soon released questioning. From the Greek side came allegations the troops had committed excesses and the Cyprus Gov ment announced that an official inquiry would be held certain incidents which occurred during the round-up.

Last week-end, in ambushes by Eoka in other part the island, at least one British soldier was killed and ot were seriously injured. The apparent cause of this recurr of Eoka's cold-blooded murders was the Greek refusa participate in the tripartite partnership plan for the isl The Governor, Sir Hugh Foot, reflected the views of British community when he accused Archbishop Makari inciting the violence. In Athens there were anti-British and there seemed little immediate hope of a change in Greek view on the Cyprus question.

CHBISHOP MAKARIOS HAS A LITERARY VISITOR: Sir Compton Mackenzie talks with the exiled Greek Cypriot leader in Athens. The distinguished British man of letters began his interest in Greek affairs as a military and intelligence officer in the first world war and has written books on the subject.

EKS REFUSE TO CO-OPERATE: With clenched fists and shouting anti-British and anti-Turkish slogans, students in Athens show their feelings about the Cyprus partnership plan. Demonstrations in Athens were followed by riots.

PROTECTION FOR THE TURKISH CO-OPERATOR: British soldiers stand on guard by barbed wire outside the residence of Mr. Burham Ishin, the Consul-General of Turkey in Nicosia. He was appointed by his Government in Ankara to represent Turkish interests in co-operating in the partnership plan.




KING UP THE RIOTS IN ATHENS: Police mass to hold back the students in their violent demonstrations. The situation was regarded as so serious that the whole Athens police force was called to restore order, with troops standing by in case of further emergency.

MATTERS FOR URGENT CONSULTATION: King Paul of Greece (left) is greeted by Mr. Karamanlis, the Greek Premier, at Athens Airport. The Greek ruler had broken his holiday to return for reports on the domestic situation and Greek policy over Cyprus.

# AFTER THE FRENCH REFERENDUM

*General de Gaulle Tours Algeria, Corsica and the French Provinces*

At the same time as France's Fifth Republic came formally into being, its architect and inspirer, General de Gaulle, was ending a triumphant tour of Algeria and the French provinces. In Algeria, General de Gaulle made an important speech of policy at Constantine. While this to some observers seemed to shirk the political issues and to others to raise economic problems which France would have great difficulty in solving, opinion in Algeria and France agreed that the General had gone further along the road to social and economic integration than had been expected. The main points of his five-year plan dealt with the development of Algeria towards equality with France.

The most ambitious project was that for the next five years one in ten of all young men entering public service in France would be Muslims from Algeria. In the same period, wages and working benefits in Algeria would be brought up to a level comparable to that of France. It was considered that in this case farm workers would present a grave problem. Landowners in many instances have not the means to raise wages without State subsidy. General de Gaulle announced that in eight years all Algerian children would be attending school. At present the number of children at school is only 25 per cent.

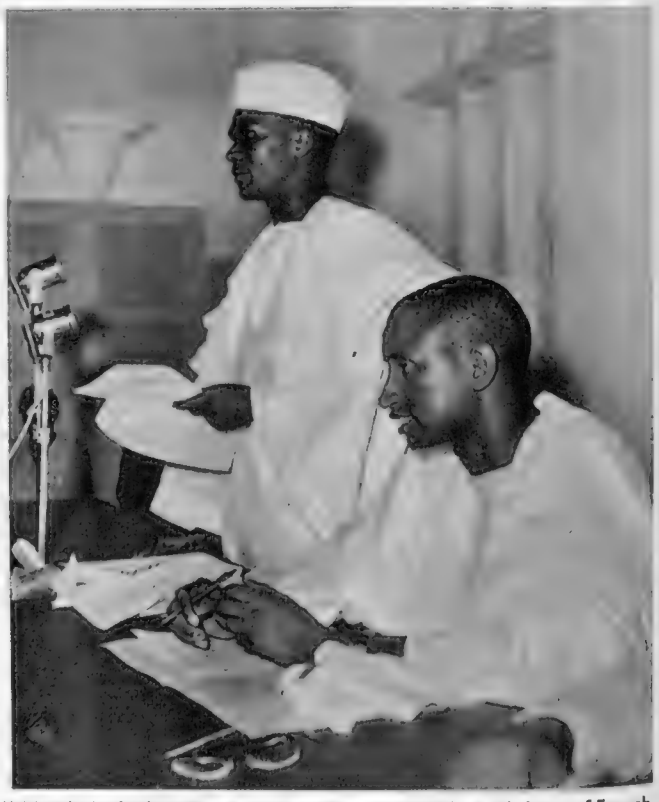
**IN ALGERIA:** General de Gaulle stops to talk with some of the native inhabitants in Orléansville during his tour of Algeria last week. In an important speech in Constantine, he announced sweeping economic plans for the country. For the next five years, one in ten of all young men entering the public services in France would be Algerian Muslims.

*On left—*

**IN CORSICA:** Accompanied by M. Maglioli, the Mayor of Ajaccio (left foreground), General de Gaulle gesticulates as he walks towards the war memorial in the town. He returned from Algeria via Corsica and Marseilles.

**A SPEECH IN LYONS:** With a now familiar gesture, General de Gaulle addresses the crowd in front of the Town Hall. He was greeted by thousands of people, who enthusiastically cheered his message of hope and confidence for the new French Republic.

**THROUGH THE STREETS OF MARSEILLES:** Surrounded by officials, General de Gaulle walks along the Canebière, the main street of the seaport, after his arrival from Corsica. According to reports, he seemed pale and tired after his gruelling tour and avoided political comment in his formal speech.



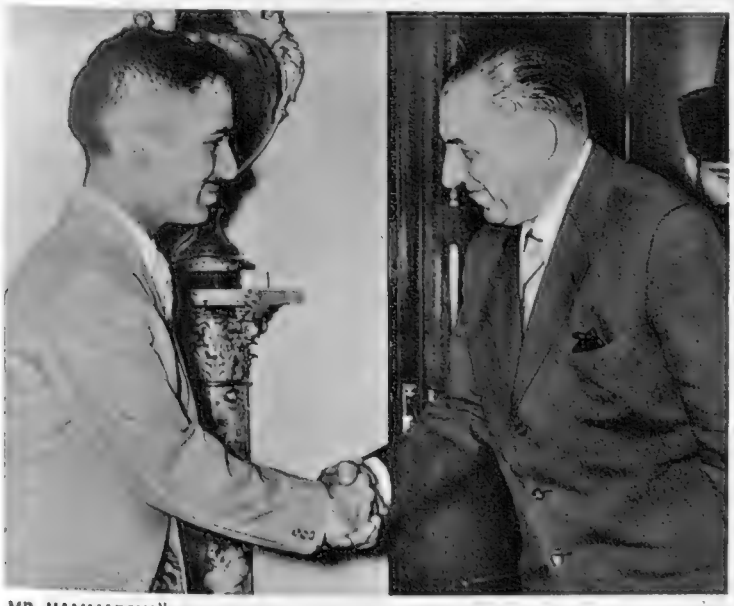
**THE ONLY DISSIDENTS:** Mr. Sékou Touré, the Prime Minister of French Guinea (left), reads the proclamation of the new Republic after the territory had voted itself independence in the referendum.

# THE NEWS IN PICTURES

THE HOMEWARD-BOUND COMET 4 ARRIVES IN LONDON : *Delta Bravo*, after breaking the transatlantic record for commercial aircraft, touches down at London Airport, completing an inaugural flight for B.O.A.C.'s new jet airliner service. She flew the 3,560 miles from New York at an average speed of 580 miles an hour, carrying 28 passengers and 16 crew. Mr. Macmillan sent a message of congratulation to Sir Geoffrey de Havilland, saying that the whole nation took pride in the fact that a British aircraft had led the world into the new turbo-jet age. In New York, the flights by Comets, one in each direction, were the main news on television and in the newspapers.

SUPPLIES FOR QUEMOY : In the foreground a parachute with its load lies on the ground on the offshore island, and behind a party of Nationalist soldiers carries away another load of supplies which had been dropped from the air. A new but not unexpected factor in the Quemoy situation was introduced last Monday, when the Chinese Communist Defence Minister informed the Nationalists that he had suspended for a week shelling of the islands held by them. This would enable supplies to be brought in by the Nationalists provided the Americans did not escort them. In his long message, Peng Teh-huai, the Peking Defence Minister, addressed himself to "all compatriots in Taiwan (Formosa), Penghu, Quemoy and Matsu. We are all Chinese. Of all choices, peace is the best." Out of humanitarian reasons, he had ordered the suspension of the bombardment of Quemoy. He suggested talks "for a peaceful settlement of an internal Chinese matter, not a matter between China and the United States."

GENERAL CHIANG KAI-SHEK EXPRESSES HIS VIEWS : The Nationalist Chinese leader reaches for a glass of water while addressing a Press Conference in Formosa. He said that if Quemoy was threatened with invasion, he would take action to retaliate. The island was "not a pawn for international bargaining," and not a matter for the United Nations at present. He made his statement at the end of last month.



MR. HAMMARSKJÖLD'S ASSISTANT IN JORDAN: King Hussein shakes hands with Mr. Bayer Spinelli (right), personal assistant to the U.N. Secretary-General, at the Basman Palace in Amman. Mr. Spinelli, appointed the U.N. Ambassador to the Middle East, arrived in Jordan last week for talks with Semir Rifai, the Jordanian Premier, concerning U.N. presence in the Middle East. Just prior to his arrival, it was announced in a report by Mr. Hammarskjöld to the General Assembly that British troops would begin to leave Jordan in October, if the Arab states co-operated in establishing a peace-keeping apparatus and were willing to become "good neighbours". A similar assurance was made by the U.S. over the withdrawal of troops from Lebanon.

CONTINUED DISTURBANCES IN LEBANON : Right Wing supporters of ex-President Chamoun stand behind a road block of burning tyres just outside Beirut. Shooting and other disturbances continued in the city last week, despite attempts at mediation between the various factions.

## THE NEWS IN PICTURES

*On right—*

**AUTUMN FLOODS IN BRITAIN: The aerial view of the scene around Tewkesbury, in Gloucestershire, shows part of the vast expanse of flooded ground. Thousands of acres were under water, the town park being completely flooded. The River Severn at Worcester rose to 12 ft. 9 ins. above normal—3 ins. above what is generally regarded as danger level.** In North Dorset, vast expanses of farmland were flooded and in the Stour Valley and Blackmore Vale cattle had to be moved to higher ground. Throughout last week-end heavy falls of rain occurred in many places and there were also thunderstorms. Rainfall amounted to 1.2 ins. at Eastbourne, 1.18 in. in Jersey and 1.08 in. in Morecambe.

*Below—*

**AT THE PARIS MOTOR SHOW: Visitors are looking at some of the new vehicles on display on the stands at the forty-fifth International Automobile Exhibition at the Grand Palais, in Paris, which was officially opened last week-end. Great interest has been roused over the new models displayed by leading British manufacturers.**

*On right—*

**THE NEW LORD CHIEF JUSTICE BEGINS HIS FIRST TERM: For the first time, Lord Parker walks as Chief of the Judiciary, in procession from Westminster Abbey to the House of Lords after the service at the opening of Michaelmas Term. Later the customary procession through the Law Courts by the judges and Queen's Counsel was headed by the Lord Chancellor. He was followed by Lord Parker, who took the oath of allegiance. The ceremony was presided over by the Lord Chancellor, who said that Lord Parker has fully earned a reputation as a first-class judge. After the ceremony, the new Lord Chief Justice presided over his court when Mr. Justice Thesiger was sworn in as a judge of the Queen's Bench Division.**

**JAPAN'S WORST TYPHOON FOR TWENTY-FOUR YEARS: The camera looks down on the scene of desolation at the Izu Peninsula, seventy miles south-west of Tokyo, where landslides and floods swept away more than twelve villages during the typhoon which struck the mainland. It struck with winds of between 80 and 120 miles per hour, and continuous rain made rivers burst their banks, flooded houses, caused landslides and severed road and rail communications. Early this week reports gave the provisional death-roll as 680. At least 400 people were missing and 495 seriously injured. A full assessment of the devastation is not yet available, but it is estimated that about £10,000,000 worth of damage has been caused to various industries.**

**A REUNION OF MEMBERS OF THE BRITISH SALONIKA FORCES IN THE FIRST WORLD WAR: Brigadier C. B. Findlay shakes hands with one of the veterans at the thirty-fourth annual muster of the Salonika Reunion Association on Horseguards Parade in London. The reunion was formed to foster the spirit of comradeship showed by men and women who served in the Salonika forces between 1915 and 1919.**

## THE NEWS IN PICTURES

THE FIRST COMETS FOR B.O.A.C.: Two Comet 4's stand on the tarmac at London Airport, one of them under the shelter of a hangar. Although only one airliner was expected from de Havillands, two were delivered at the handing-over ceremony last week. It was probable that by the end of the week two more Comets would be delivered. The Comet's certification of airworthiness was given to Sir Gerard d'Erlanger, chairman of B.O.A.C.

MARKING THE 200TH ANNIVERSARY OF THE BIRTH OF LORD NELSON: On board H.M.S. *Victory*, in permanent dry-dock at Portsmouth, Admiral Sir Guy Grantham, Commander-in-Chief, Portsmouth, strokes the tail of the ship's cat. He read the Lesson at a service of commemoration on the gun deck to mark the bicentenary of Lord Nelson's birth on September 29, 1758.

ON THE WAY TO THE ANTARCTIC: On board the Royal Research Ship *Shackleton* in Southampton Dock, Sir Vivian Fuchs (centre) talks with new members of the Falkland Islands Dependencies Survey. The team of sixteen men will spend two-and-a-half years in the Antarctic. They will work at bases of the Survey along the Grahamland coast and on nearby islands. Two wives of officers on board the Royal Research Ship, who are accompanying their husbands on the voyage, will go as far as Port Stanley.

THE "SHACKLETON" LEAVES PORT: Friends and relations wave good-bye from the quayside as the Royal Research Ship is pushed away from the quay by a tug. The *Shackleton* sailed last week on her annual relief voyage to the Antarctic, carrying relief staff and supplies to the eighty to ninety scientists there. Many bases have been taking part in the International Geophysical Year. When the *Shackleton* reached Alderney, she was forced to turn back with engine trouble. The return journey was made at slow speed. It was not known how long the ship would be delayed. Later in October, the *John Biscoe* is also due to sail to Antarctica carrying stores.

A ONE-MAN UNDERWATER VEHICLE: The French engineer, M. Dmitri Rebikoff, who is the designer of the one-man midget submarine, checks the lighting and a camera. *On right*—The submarine carries one man lying prone on top of the vessel in his protective clothing. It is controlled by the vanes under the front of the underwater craft. M. Rebikoff tested his submarine in Dover Harbour recently. It was expected that with suitable weather the vehicle was to be used to ensure the correct laying of a test strip of electric cable about ten miles off Dungeness.

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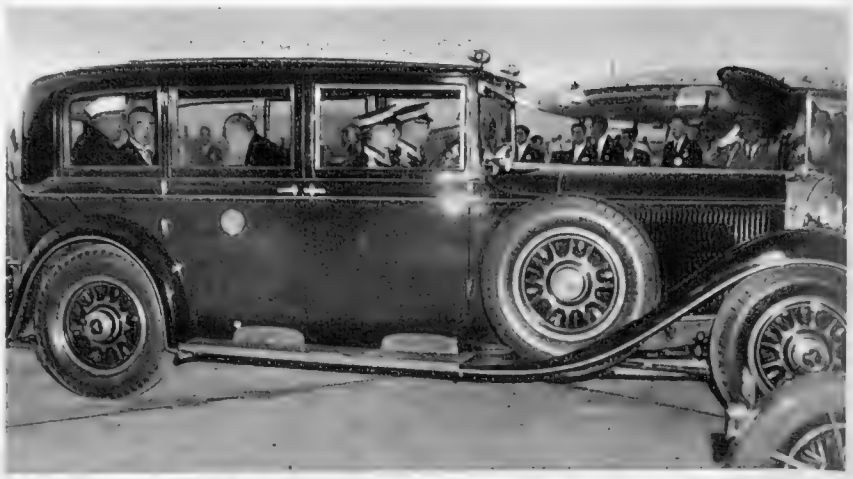
## THE NEWS IN PICTURES

**PROTESTS OVER FOOD SUPPLIES IN INDIA: Women demonstrators squat in a street in Calcutta, some of them holding banners demanding better food supplies. The leader of the protest march, Mrs. Renu Chakravarti, a Communist Member of Parliament, is second from the left in the front row.** Many of the demonstrators had come from distant villages. The "Food Agitation" has been launched and organised by the Communists and other Left Wing parties who are critical of the food policy of Mr. Nehru's Government. The agitators are demanding that more grain be brought into West Bengal from Delhi and have held protest meetings and demonstrations in several places in the State.

**RELIEVED OF HIS POSTS: Colonel Abdul Salam Mohammed Arif, former Deputy Prime Minister and acting Minister of the Interior in the Iraq Government, was relieved of his posts last week. He was appointed Ambassador to Western Germany. Arif was thought to represent a tendency towards closer relations with Colonel Nasser.**

**THE NEW C.I.G.S.: Behind General Sir Francis Festing seated at his desk in the War Office are pictures of the former Chiefs of the Imperial General Staff. He took over from Sir Gerald Templer last week. Fifty-six years old, General Festing was formerly C.-in-C., Far East Land Forces. He commanded the 36th Division in Burma from 1942 to 1945.**



**A STATE VISIT TO JAPAN: Dr. Rajendra Prasad, the President of India, drives from the International Airport of Tokyo with the Emperor Hirohito of Japan in the Imperial limousine. Facing them is Takanobu Mitani, the Grand Chamberlain of the Imperial Court.** On the door of the car is the Imperial crest of the chrysanthemum. President Prasad was met at the airport by members of the Imperial family as well as the Emperor and by members of the Diplomatic Corps. Then he drove to the State Guest House for the start of his State visit. Some political significance is attached to the visit in view of India's currently strained relations with China.

*On left—*
**A FORMER TURKISH PRIME MINISTER:** General Ismet Inonu, who had his seventy-fifth birthday recently, shakes hands with a well-wisher of the Turkish Republican Party, of which Mr. Inonu is the leader. He has been the leader of the Opposition in the Turkish Parliament since 1950. After the First World War, he joined Mustafa Kemal (Ataturk) and the National Struggle movement in Ankara. He became Prime Minister first in 1923 and, with one break, continued in the post until 1937. From 1938 until 1950 he was the President of the Republic.

**MR. MACMILLAN'S MIDLAND TOUR: The Prime Minister greets women workers at a carpet factory in Kidderminster. During his four-day tour last week "to meet the people," Mr. Macmillan visited on the first day the cattle market at Kidderminster, a porcelain works at Worcester, and Nunnery Wood School on the outskirts of the latter city.** He was accompanied by his wife. Later he visited Wolverhampton, Walsall, a housing estate at Wellington, and Shrewsbury. At Wellington, the Prime Minister was told that 1,100 local people had signed a petition protesting against possible open-cast coal mining near a council estate. Wherever he went through the industrial areas of the West Midlands, Mr. Macmillan was warmly welcomed. He said he thought his tour was a great success. He had set out to "meet people and enjoy himself," and had done both.

**A MUSIC ACADEMY OPENED IN JERUSALEM: Mr. Samuel Rubin, an American business man and President of the America-Israel Cultural Foundation, addresses the gathering at the opening of the Academy named after him.** The building is in the background. On the extreme right is Mrs. Y. Dostrovsky, the Director of the Music Academy. Mr. Rubin donated well over £100,000 towards the completion of the building, which was formally opened in the presence of the President of Israel, Mr. Izhak Ben-Zvi. A thousand pupils and their teachers can use the facilities of the new building. Before its completion, students had to study in two shifts in seven buildings scattered through the city.

*World Affairs*

# The Vindication of Charles De Gaulle

By JOHN CONNELL

On Sunday last the short-lived Fourth Republic of France came, by the will of an overwhelming majority of the French people, to its end. What has been aptly described as " the tidal wave of votes " supporting de Gaulle in the referendum last Sunday week was also a threefold vindication of the General, of his principles and his policies. In Metropolitan France 85 per cent. of those whose names were on the electoral register went to the poll (a total never before rivalled in the history of France since 1789), and of those who voted, 79·25 per cent. supported de Gaulle. In seven departments there was a majority of over 90 per cent. in his favour, and in none did the majority accorded to him fall below 63 per cent. The defeat was almost as sharp for men of distinction and patriotic integrity, like M. Mendès-France, M. Moch and M. Bourgès-Maunoury, as for the Communists. The latter's total of votes slumped to something below half of that of the election of January 1956.

This was a tremendous triumph for Charles de Gaulle, exceeding, so we are told, his own and his supporters' highest hopes. I wonder whether there is not a flavour of sour grapes in assessments of his character. What is certain is that the people of France have fully approved of his Constitution. They have given him all the moral authority he could want in wielding the extraordinary powers granted him by the Constitution for the next four months, during which the country's new institutions are to be set up; and they have freed him from the danger—so sedulously canvassed by his opponents and critics outside France as well as inside—of becoming the prisoner of any one group of his supporters.

Interpretations of this victory, in its scope and magnitude, are inevitably many and various. The allegation that no responsible observer has attempted to substantiate has been that the poll was in any way rigged. It has been accepted (reluctantly, with incomprehension, suspicion and smouldering resentment in some quarters) that the whole elaborate affair was conducted with dignity, fairness and a scrupulous regard for the honour of all those involved. Algeria's figures are in many ways the most remarkable of all. Though admittedly the presence of the French Army in considerable numbers was a factor which could not be ignored, 83 per cent. of the electorate certainly did not go to the poll at the point of the bayonet. The 96·5 per cent. of "Yeses" which were recorded were not all given under compulsion. They may well have been the result of the work of the Army's psychological warfare department and of the officers in the field who persuaded, with, it is authoritatively asserted, no undue or improper pressure, the Muslims to defy the FLN boycott and vote for de Gaulle and for full rights and full opportunities as French citizens. Even the Communist newspaper *L'Humanité* was compelled to admit that de Gaulle had got what he asked.

The tale of voting in the rest of Africa was significant. In Senegal, French Sudan, Upper Volta, Mauritania and Dahomey 90 per cent. of the voters said " Yes." In Niger, where the Prime Minister had campaigned against the de Gaulle Constitution, more than 70 per cent. voted in favour of it. On the Ivory Coast the fantastic proportion of 99 per cent. of the votes were " Yeses."

Guinea alone voted firmly " No." If this sizeable majority against co-operation with France is a reliable gauge of the freedom and fairness with which the referendum was conducted, it also served, in a swift and salutary fashion, to demonstrate to the population of at least one African State the relationship between cause and effect. Dr. Sékon Touré, trade union boss, leader of the only effective party, and Premier, had campaigned vigorously against de Gaulle. As soon as the results were known, he was informed by special envoy that since Guinea had decided to separate itself from the rest of French West Africa, there was no way of continuing administrative or practical assistance, that French officials would be withdrawn in a few months and that equipment credits would be suspended. Action of this kind seems to me the plainest common sense. Had we taken similar steps towards various former dependencies which have combined over many years rancorous political hostility and plaintive yet arrogant demands for economic and financial support on the most generous scale, we should have saved ourselves a deal of trouble and expense. And, far more to the point, we should have preserved our self-respect.

Doubtless Guinea will become an African " people's democracy " since most of its leaders seek their inspiration from Moscow. Doubtless this is to be deplored. But is it any more deplorable than the danegeld which we have paid to various Middle Eastern States in the vain and dishonourable attempt to retain their friendship by bribes? De Gaulle's outlook and methods seem to me healthy and courageous; but then, I have never doubted either his capacity or his desire to serve his country to the full. His patriotism is sustained by a strong, stubborn, practical sagacity. He is as much a realist as he is a romantic. He learned patience in a hard school of adversity and he has had to wait a long time, exiled, disregarded and powerless. But it was to him that France turned in a moment of acute and terrible crisis, for the second time in eighteen years. For the second time he is being proved right and his enemies and critics are being shown to be wrong.

When men engage in politics and statecraft to the extent that Charles de Gaulle has done, on such a scale and in times of such fierce challenge and testing, it is only common prudence, I believe, to read what they write about themselves. Not only the Hitlers and the Nassers expound their faith and aspirations. The first volume of de Gaulle's War Memoirs bears the significant title, *The Call to Honour*. It opens with these words:

> All my life I have thought of France in a certain way. This is inspired by sentiment as much as by reason. The emotional side of me tends to imagine France, like the Princess in the fairy stories or the Madonna in the frescoes, as dedicated to an exalted and exceptional destiny. Instinctively I have the feeling that Providence has created her either for complete success or for exemplary misfortunes. If, in spite of this, mediocrity shows in her acts and deeds, it strikes me as an absurd anomaly, to be imputed to the faults of Frenchmen, not to the genius of the land. But the positive side of my mind also assumes that France is not really herself unless she is in the front rank: that only vast enterprises are capable of counter-balancing the ferments of disintegration inherent in her people: that our country, as it is, surrounded by the others as they are, must aim high and hold itself straight on pain of mortal danger. In short, to my mind, France cannot be France without greatness.

Here surely lies the key to the comprehension not only of what de Gaulle is, but what he does. He is dedicated to the accomplishment, so far as it is within his power, of this belief. He strives to make France great and to keep her great.

It is strange and pitiful, but there is a sophistry in much of European political thought which argues that belief of this kind, held by a Frenchman or an Englishman, is as abhorrent as it is untimely. If a soldier possesses and proclaims such a faith he is, by definition, jingoistic and Fascist. This is a morbid lie, and the harm that it has done is incalculable. France can stomach that lie no longer. De Gaulle's truth is prevailing. He is not alone, as he was in 1940, and as in a more terrible and more corrosive fashion he was in 1946. More than 22,000,000 people, in Metropolitan France and overseas, gave him their backing, pinned their faith to him, when they voted " Yes " on the Sunday before last. It is interesting and pathetic to find an observer as sensitive and (often) as intelligent as James Cameron lamenting that only 4,000,000 took the " unpopular and difficult course of saying 'No' ". To Cameron, and to many who think and feel as he does, de Gaulle has committed the unforgivable sin: he has been a soldier —a successful soldier—and he is a General. Cameron can say, apparently in all seriousness: " De Gaulle is a General. What Harry Truman could do to General MacArthur, what Mr. Khrushchev could do to Marshal Zhukov, Charles de Gaulle cannot do to Generals Salan and Massu."

That de Gaulle was a soldier is important. It is in its way as important as Dr. Adenauer's background. What other French statesman, in the past thirteen years, has begun to rival de Gaulle in his achievement, not merely in his aspiration, of coming to terms with a renascent Germany? Has anyone else shown a tithe of de Gaulle's wisdom, courage, generosity and vision over this fundamental issue? The explanation, I hazard, lies in the fact that de Gaulle and Adenauer are capable of speaking the same moral language, and each nowadays has developed the magnanimity not to try to rival the other, to score off him, or to make diplomatic debating points at his expense. The Franco-German discussion in September, which was temporarily dwarfed by all the fuss and bother over Quemoy, may yet in the long run prove to be of more lasting value to the world than all the comings and goings at the U.N., at Warsaw and elsewhere on the latter issue.

De Gaulle achieved a new and far deeper understanding with Germany *before*, well before, the referendum, before he had been assured of a nation-wide backing. Immediately after the referendum his critics were busy muttering: " Ah, well, the words are over now: *now* he 's got to show some results—in Algeria, for example." I have little doubt that he will show results, and not only in the way in which he deals with the bitter, apparently insoluble problems of Algeria. He is the leader and the spokesman of a France united and awakened as it has not been for many decades past. It is possible that he may show himself, in the next few months, to be the leader and spokesman of a revitalised Europe. This is a man who has come by a hard and stony road to the high upland on which he now walks. In June 1942, just after Bir Hakeim, Charles de Gaulle, addressing a great gathering of Free French in the Albert Hall in London, said: " France intends to maintain its unity and integrity." From this purpose he has never swerved in all the years since; now he has the chance to lead France back to that greatness to which he believes, so passionately and so reasonably, that he is dedicated.

**AN OVERWHELMING VOTE FOR THE NEW CONSTITUTION: *On left*—General de Gaulle shakes hands with an official at the polling booth in the village of Colombey-les-Deux-Eglises, as he and Madame de Gaulle cast their votes in the referendum. *On right*—" The tidal wave of votes ": Jubilant Parisians on the Champs Elysées hold their hands high in the air as they look at a map showing results of the voting.**

# NIGERIA COME TO LONDON

*Delegates in Colourful Costume at the Openi of the Nigerian Constitutional Conference*

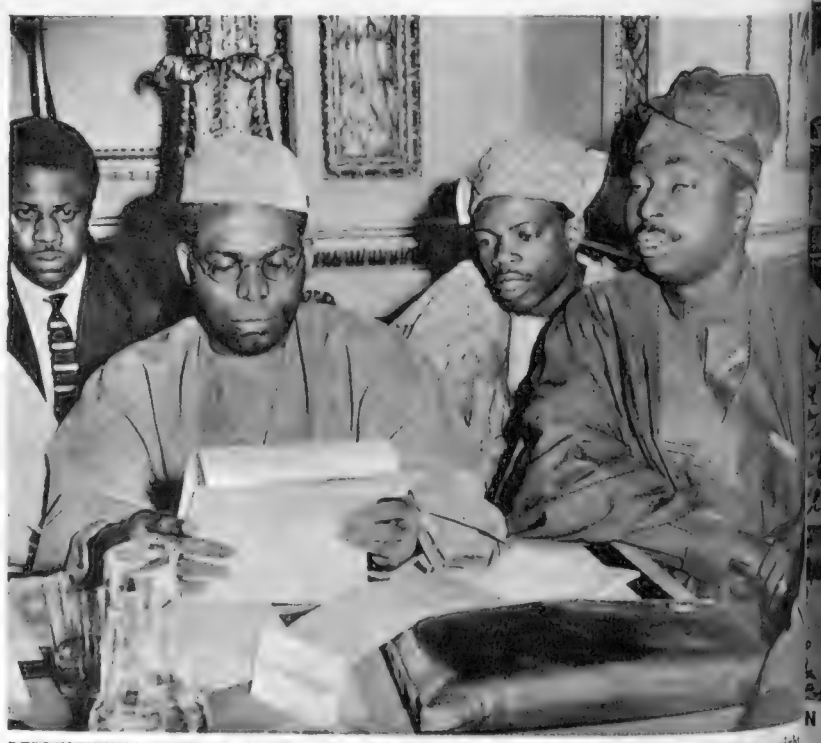
Inside the gilded conference room at Lancaster H in London, the robes and regalia of the delegates t Nigerian Constitutional Conference outshone the decor surroundings. The Nigerian leaders in their ope speeches all discussed the independence of their cou The Sardauna of Sokoto, the Northern Nigerian Pre hoped that the British Government would accept Ap 1960, as a date for the independence of the country. It " a date which the entire world has come to expect may the birth of a free Nigeria." All the regional Pre wanted an independent Nigeria which would remain i the Commonwealth. This point was underlined by Federal Prime Minister, Alhaji Abubakar Tafawa Bal He said, " I think it will not be out of place to say much we look forward to the right to acclaim Her Ma as Queen of Nigeria for, in truth, we in Nigeria are se to none of Her Majesty's subjects in affectionate lo to her person."

It seemed appropriate that for the three weeks of conference the eighty delegates are meeting in the M Room at Lancaster House. It is said that Chopin played to Queen Victoria in the room and told her countrymen's yearning desire for national sovereignty. Nnamdi Azikiwe, Premier of Eastern Nigeria, sai object of the conference should be to abate hatred prejudice. He stressed the need for unity in N

**IN CONFERENCE AT LANCASTER HOUSE, IN LONDON : Delegates to the Nigerian Constitutional Conference listen intently during one of the speeches on the opening day. In the centre of the front row on the left Chief Onokogu (in the woolly cap) adjusts his spectacles. The delegates' robes provided a welcome contrast to the drab weather.**

**NIGERIAN LEADERS AND DELEGATES : Chiefs attending the conference in London, the final meeting to be held overseas on the country's political future, wear their traditional cost and regalia. *On left*—Chief O. G. Douglas, unofficial adviser to the Federal Government of Nigeria, concentrates on one of the speeches. *Centre*—Chief R. Edukugho, from Western Region, wearing his " feathered boater," smokes a cigarette. *On right*—H.H. Ika Ika Iquo II, the Ntoe of Big Qua Town, Calabar, wears a hat decorated with animal**

**WITH A HAPPY SMILE : Chief F. S. Okotie-Eboh, Federal Minister of Finance in Nigeria (left), and the Hon. Dr. Nnamdi Azikiwe, the Premier of the Eastern Region, chat together during a break. Also present at the opening was the Premier of the Southern Cameroons.**



**REPRESENTING ONE OF NIGERIA'S LARGEST POLITICAL PARTIES: From left to right Mr. Fani-Kayode, Chief Obafemi Awolowo, Premier of Western Nigeria; Mr. Lawoyin, and Chief A. O. Lawson. They are all delegates of the Action Gr**

**ADDRESSING THE DELEGATES :** Mr. Lennox-Boyd, the Secretary of State for the Colonies, makes the opening speech. On his left is Sir John Macpherson, the leader of the U.K. delegation. In his speech Mr. Lennox-Boyd said that the object of the conference was to ensure a future based on freedom, justice and economic prosperity.

**WITH SERIOUS EXPRESSIONS :** At the conference are (left) H. H. James Okosi II, Obi of Onitsa, who is representing the Eastern Region, and Chief P. O. Anatogu.

**IN THEIR ROBES :** Following a speech with close attention are, from left to right, Chief S. J. Amachree, from the Eastern Region ; Chief J. Mpi, who is an unofficial adviser to the Eastern Region ; and Chief J. O. Njemanze, M.B.E., also an unofficial adviser to the same region. There were some eighty delegates and advisers present.

**IN FULL DRESS :** With his name decoratively embroidered on his hat, H.H. Princewill Amachree IV, Amayanabo of Karabari, is an unofficial adviser for the Eastern Region.

**DELEGATES OF THE NORTHERN REGION :** Enjoying a joke together are, from left to right, Isa Kaita, the Madawaki of Katsina ; Usman Nagogo, the Emir of Katsina ; and Sir Muhammadu Sanusi, the Emir of Kano. The conference is meeting in closed session for three weeks. A steering committee was appointed to determine procedure.

# A ROYAL VISIT TO "GAY BRUSSELS"

*During Her Four days in Belgium's Capital Princess Margaret Toured the Universal and International Exhibition*

**PRINCESS MARGARET IS KING BAUDOUIN'S GUEST : The King of the Belgians (right) with Princess Margaret at the Royal hunting lodge at Ciergnon, in the Ardennes, where she was entertained to dinner on the evening following her arrival in Brussels. Standing next to her is Princess Liliane, the King's stepmother, with Prince Albert of Liège, King Baudouin's brother, on the left. Princess Margaret spent four days in Belgium and made an extensive tour of the International Exhibition.**

Throughout her stay in Brussels, Her Royal Highness was given a rousing welcome wherever she went. Much of the Princess's sightseeing was undertaken on foot, enabling her to mingle freely with the crowds. The highlights of her visit to the Exhibition were a ride over the vast site in a cable car and a visit to the Atomium. At the British Pavilions, where she was greeted by Sir John Balfour, the British Commissioner-General, she saw the splendid reproductions of British tradition and daily life and showed keen interest in displays of British inventions.

**AT THE GREAT EXHIBITION : Her Royal Highness rides with the Belgian Chief of Protocol in a cable car. *On right*—In pouring rain, a smiling Princess Margaret arrives on foot in Belgique Joyeuse, the café and night-club enclave of the Exhibition.**

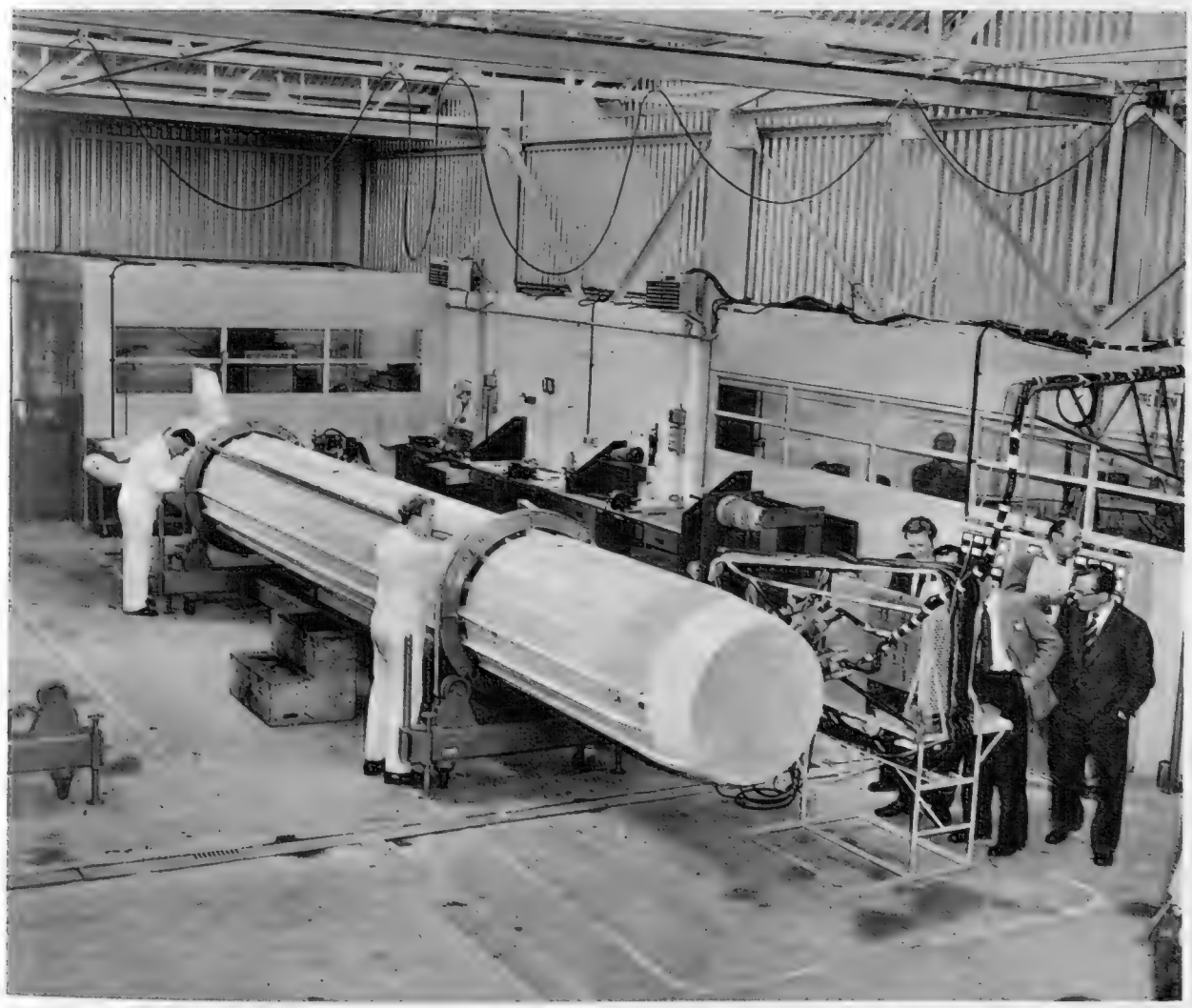
**A FORMAL OCCASION: Princess Margaret is escorted by Prince Albert at a private dinner at the British Embassy on the occasion of Her Royal Highness's visit to Brussels. She remained at the Embassy until well into the early hours and after only a few hours' sleep started another day of extensive sightseeing.**

*On left*—
**IN THE RAIN : Protected from the rain by an umbrella, Princess Margaret mingles with the crowds as she makes her way through cobbled streets.**

**THE NEEDLES ROCKET-TESTING SITE:** At Highdown, on the Isle of Wight, is the Saunders-Roe site for the tethered firing and testing of the "Black Knight" ballistic missile research vehicle. In foreground and far right are gantries built around the rocket-launchers, providing cover from the weather and giving access to various levels of the rocket. In the background are the Needles and the lighthouse. The installation is almost identical to that at Woomera, in Australia, where the "Black Knight" was successfully fired last month. Trials for this rocket were carried out at Highdown. Work is now going on with other missiles of this type. Rockets are mainly tested without their motors being fired, but it is reported that at least twenty-four "hot" firings have been carried out this year. The rockets are tethered to the ground by mechanical linkages. Latest reports indicate that the "Black Knight" may be a more complicated and advanced missile than was at first surmised. About 40 ft. long, with its nose cone, it is powered by four Armstrong Siddeley motors. These are independent of each other, are supplied with a mixture of "high test peroxide" and kerosene, and can be swivelled independently in flight. It is probable that instructions are fed to these motors by a system of inertial guidance and that the motors control the path of the rocket.

# TESTING THE "BLACK KNIGHT"

*The Static Firing Test Site on the Isle of Wight for the British Research Rocket*



**PREPARING THE "BLACK KNIGHT":** Technicians work on the missile in the rocket preparation area on the Isle of Wight site. In this picture the nose cone has not been fitted to the "Black Knight." *On right*—One of the most important parts of the "Black Knight" is the nose cone, which must be able to withstand the shock of re-entering the earth's atmosphere. Reports indicate that the "Black Knight" is considerably smaller than American missiles such as the "Thor" and "Atlas."

# PUPPETS IN BUDAPEST

*The Hungarian National Assembly in Session*

AT first sight the picture on these pages may appear to show a somewhat benign gathering. Closer examination and knowledge of the facts quickly dispels this illusion. The Hungarian National Assembly is in session and about to decree its dissolution and re-election. In the foreground are the three lackeys of Russia chiefly responsible for the present tragic state of their own country.

Standing and addressing the representatives is Dr. Ferenc Münnich, the Prime Minister. He is in his early seventies and is a survivor from the Red revolution of Bela Kun after the First World War, in which he served as a conscript in the old Austro-Hungarian Army. After the White counter-revolution and terror and the establishment in power of Admiral Horthy, Münnich went to Russia. Apart from emerging to fight in the Spanish Civil War, he remained in the Soviet Union until 1945. On returning to his native country he was successively Chief of the Budapest Police and Hungarian Ambassador in Helsinki, Sofia, Moscow and Belgrade. During the notorious Rakosi dictatorship of Communist Hungary he was regarded as a moderate and was one of those who joined for a brief time the ill-fated Imre Nagy in the great National uprising in the autumn of 1956. But only at the beginning. Soon he switched to the orthodox Russian Communist side and was appointed Deputy Premier in the Government which ruthlessly suppressed the Freedom Uprisings on the orders of the Kremlin.

Dr. Münnich became Prime Minister early this year, succeeding the infamous Janos Kadar, who is sitting with his hand on his chin in pensive mood in the right-hand foreground of the picture. Kadar assumed the offices of both Prime Minister and Secretary-General of the Hungarian Communist Party when, with the help of Russian tanks, and Russian guns, Imre Nagy was ousted and arrested by an outrageous trick, eventually being executed without proper trial. He has had a curious history. He was Minister of the Interior in Hungary in 1948, but two years later was accused of "Titoism," unlikely though that may seem in the light of his later career. He was held in detention, but after the death of Stalin rehabilitated. He is no longer Premier but remains Communist Secretary-General, and, as such, is undoubtedly the most powerful figure in the Government in the sense that he presumably answers the telephone when Khrushchev rings up with new orders.

Sitting in between Kadar and his henchman Münnich is the President of Hungary, Mr. Istvan Dobi. He fellow-travelled as a Peasant Smallholder until the late '40's, when he assisted in the transformation of Hungary into an overt Communist state. Behind these three leaders, are the ranks of their assistants and supporters. Intellectuals, workers and peasants are all chosen as members of the Assembly to prove to nobody's satisfaction that it is "representative." An examination of the faces indicates that some of them must have been Moscow-trained. None of the back-benchers ever dares to get up and make a speech unless instructed to do so.

This "popular" Assembly is now in dissolution. On November 16, Hungary will go through the dismal farce of a General Election for a new Assembly, one Kadar-approved candidate being put up in each constituency. One need not wait for the results of the poll to predict a 99 per cent. approval of the Government and its policies. The Assembly meets in the Parliament House, a fine building on the banks of the Danube. It is intended to have a representative gathering, not a Parliament of Puppets.

# AN OUTSIDER'S VIEW OF FOOTBALL

*Comments on the Intense Local Patriotism of Crowds at League Matches and the Large Amount of Money Involved in Professional Soccer*

By BRIAN VESEY-FITZGERALD

A FORTNIGHT or so ago, I went to watch a professional Soccer match. This may not seem to you to be remarkable in any way: after all, an average of some 31,000,000 people pay to watch professional Soccer—League matches only—each season. (Last season the figure was 33,500,000, and back in 1948-49 it was 40,500,000.) So you would be quite right: I have not done anything remarkable.

But this was the first professional Soccer match to which I had ever been. I was shamed into going. It came out in the course of casual conversation with the gentleman who cleans my windows that I had never been to a League game. The poor fellow was so shocked to hear this that he nearly fell off his ladder. He pulled himself together, splashed some more water about, and then embarked on an impassioned sales talk beginning with the remark, "Left it a bit late in life, haven't you?" So, on the following Saturday, we went together.

I have watched professional Soccer before this. I own a television set, and I watched, with steadily increasing despondency, the performance of the English team in the World Cup last summer. Even to my untutored eye it was apparent that we did not play the same sort of football as our opponents and that our opponents played a much more skilful sort of football. I have listened to television commentators on such occasions as the Cup Final. Thus I did not go to this game completely unprepared, so to speak—I did know, more or less, what was happening.

The game was a dull one and, I suspect, a bad one. It was not a First Divison match (we have no First Division team in the immediate neighbourhood), and there is, I was assured, a vast difference between First Division football and anything else. This rather surprises me, because two teams are promoted from the Second Division at the end of each season and the two promoted last season seem to be holding their own in higher company very well, while one of the two demoted from the First Division at the end of last season seems to be finding Second Division football very difficult. I can only believe what I am told by those who attend these games every Saturday throughout the season, and have done so for years. They ought to know. I thought it a very dull game. But I have to admit that the crowd did not think so. If I found the game boring (I had no particular interest in either side and it was a matter of no moment to me which won), I found the crowd and their reactions immensely intriguing.

My window-cleaner friend, a mild, rather stolid gentleman in professional life, was transformed. So were several thousand other men (and a great many women) packed closely around us. It was abundantly evident that it was of immense moment to them that their team should win. This passionate keenness caused the outspoken criticism of the referee. The gentleman, who seemed to me to be remarkably fit and fast on his feet, was, according to the man on my right (and most of the crowd in the neighbourhood seemed to be of the same opinion) blind, deaf, dim-witted and crippled. He awarded a penalty to the home side in the second half—it was missed, incidentally—and from that moment he became an extremely good referee, sharp of sight and wits. It was an astonishingly partisan crowd, leaving one in no doubt whatever of its passionate desire for a home win. But it was not, on the whole, an unfair crowd. It did not fail to criticise, loudly and pungently, home players when (as was not infrequent) they bungled matters, and it was not ungenerous in its appreciation of the one really good goal of the game, which was scored by the visiting team and which meant defeat for the home side. In fact, it was a sporting crowd and, no doubt, a knowledgeable one.

What intrigued me particularly was the intense local patriotism. One might well have thought that this was a match between the local lads of two neighbouring towns, but I do not think that there was a local lad in the home side. Moreover, it was not even a team that had been established for more than a few matches: not even that, for one of the forwards had only joined that week and earlier in the season had played against this very club. How such a team could arouse such intense local patriotism is something which, as yet, I cannot understand.

There is a good deal about professional Soccer which, as yet, I cannot understand. My interest was sufficiently aroused by the strange behaviour—at least, to me—of the crowd (this was almost as vociferous and high-strung as the crowd at the University Rugger match) that I have tried to find out a bit more about this game which attracts so many millions of my fellow-countrymen Saturday after Saturday winter after winter. There must be something in it. The one thing that does seem to be in it is MONEY.

You have only got to read the Soccer gossip in the daily Press to realise that there is a great deal of money in football. As a matter of fact, last season the football income, I am assured—and this does not include money from transfer fees—was rather more than £4,500,000. That, even divided among the ninety-two League clubs, is an awful lot of income.

It is not, however, divided evenly between the ninety-two clubs. Some clubs attract huge crowds and some do not. For example, on Saturday, September 20, Manchester United at home to Tottenham Hotspur drew a crowd of 62,036. On the same day Southport at home to Crewe Alexandra attracted only 3,799. This is a pretty good indication, financially at least, of the difference between the First Division and the Fourth. Manchester United, I am told, made a profit last season of £97,957: Wolverhampton Wanderers, I am told, are spending £500,000 on their ground. You do not hear so much about the finances of Third and Fourth Division clubs, but you have only to study the attendance figures to realise that Fourth Division clubs, at any rate, must have a hard struggle to keep their heads above water. The expenses of a Fourth Division club are considerably less than those of a First Division club—on paper, at any rate. But proportionately to their gate receipts, they are considerably higher. It costs a great deal to travel from, say, Torquay to Carlisle, and if you are only going to get a gate of some 7,000 (which seems about average for the Fourth Division), the profit is not going to be one about which to be enthusiastic.

**"UP THE CHERRIES!": Bournemouth supporters cheer their team before the start of the match against Manchester United, a First Division team, in the sixth round for the Football Association Cup. The gaily-dressed man on the left holds a replica of the Cup high in the air as his companion waves a rattle. In the match last year, Manchester United won 2—1.**

Transfer fees obviously help the poorer clubs enormously from time to time—and not only the poorer clubs: players also get transferred from one rich club to another. Manchester United have recently paid Sheffield Wednesday £45,000 for Albert Quixall, and Sheffield Wednesday cannot be a poor club for they attract gates of round about 30,000, and only eight years ago they paid £34,000 to Notts County for Jackie Sewell. It must help a Third Division (now Fourth Division) club like Coventry considerably to sell a goalkeeper for something in the neighbourhood of £20,000.

Looked at like this, it begins to seem as though skill goes with the money. You get the best players in the First Division because the First Division clubs can afford to buy them, but I do not think that this is always true. I have been delving about in a book of records (lent to me by the window-cleaner, who, incidentally, can pretty well repeat it by heart), and I see that Portsmouth went from the Third Division (then the lowest grade) to the First in the course of four seasons, 1923-27. Brentford did the same thing in the course of three seasons, 1932-35, and Charlton repeated the performance in 1934-36, and were runners-up for the League Championship in 1936. Presumably, when these clubs were in the Third Division, they did not get huge gates and had not huge incomes, but they could not have done what they did had they not had the players and the skill. On the other hand, Derby County dropped from the First Division to the Third in three seasons, and they did not sell all their players when they left the First Division. At the time of writing it looks as though Sunderland (a wealthy club) may be about to emulate Derby County. Obviously, all the skill all the time is not in the First Division. Money is not everything; even in football.

It does count for a good deal, otherwise there would not be the heavy traffic in transfers. Here I come up against something else that I do not understand. I read a great deal about "form," and the window-cleaner, a regular "investor" in the Pools, is a keen student of form. His total winnings after years and years amount to only a few shillings, but not for him the chance stab with a pin. He studies form and he follows the forecasts in the papers. I have also been doing so. It seems to me that form on the football field is every whit as chancy as form on the racecourse. I do not really see how it can be anything else, taking football as a whole, when Joe Bloggs of Middletown may well be playing for Uppertown on the following Saturday, while Middletown invests the cash received for Joe in a player from Lowertown. But then, I do not know. Maybe it makes no difference at all.

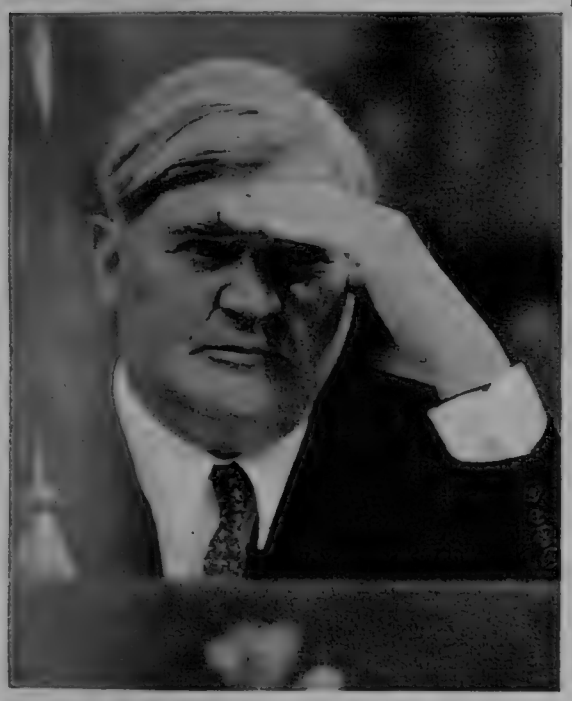
After the game we went to have a drink. The window-cleaner was rather hoarse. He asked me what I thought of the game. I did not want to hurt his feelings. "Well . . .", I said. "Ah," he said, "I agree. What we want 's a new centre-forward, a goalkeeper and a good left-half. Then you 'd see something." I see they have bought the new centre-forward. So, maybe, I have not long to wait. I am getting fired with local patriotism. I do not understand it at all.

**ON THE PLATFORM AT SCARBOROUGH: In the front row, from left to right, are Miss Alice Bacon, M.P.; Mr. James Griffiths, M.P.; Mr. Hugh Gaitskell, M.P.; Mr. Morgan Phillips, General Secretary of the Labour Party; Mr. Tom Driberg, Chairman of this year's Conference; Mr. Len Williams, National Agent; Mr. Aneurin Bevan, M.P.; Mrs. Barbara Castle, M.P.; Mr. Sam Watson; Mr. Harry Earnshaw; Dr. Edith Summerskill, M.P., and Mr. Richard Crossman, M.P. Several policy statements were debated and adopted.**

# SOCIALISTS IN CONFERENCE

*The Annual Gathering of the Labour Party at Scarborough*

Since Mr. Macmillan announced last month that there would be no General Election this autumn, it has been almost universally accepted that polling is bound to take place some time next year. In its conference at Scarborough the Labour Party was fully aware that an election campaign might very well be fought before its next annual gathering. Concord and enthusiasm were therefore the objectives of the Socialist leaders, and on the whole they succeeded. There was some dispute over education, the Left Wing wanting to assail the public schools as well as the grammar schools, which are dealt with in the Official Party Statement. However, unanimity was apparent over Foreign affairs when Mr. Gaitskell forcefully moved an emergency resolution attacking the Government's Far East policy. Indeed, the Conference was a great personal triumph for the Parliamentary leader, who made three major speeches during the five days of sessions. At the end of his speech, on economic policy, the delegates rose and cheered him vociferously and sang "For he's a jolly good fellow." On Thursday of last week, in his firm rejection of the demand put forward by the extremists for the unilateral banning of H-bombs, he outshone Mr. Bevan. Any doubts about Mr. Gaitskell's capacity as leader or the party's wish to follow him were dispelled by the proceedings at Scarborough.



**MR. BEVAN IN PENSIVE MOOD: He sits with his hand to his brow. As Party Treasurer he was deputed the task of raising funds for the election campaign which is expected to be fought in the course of next year.**

**THE NEW CHAIRMAN: Mrs. Barbara Castle succeeds Mr. Driberg and will preside over the next annual conference. She was unanimously elected. Mr Ian Mikardo became the new Socialist Vice-Chairman.**

**THE PARLIAMENTARY LEADER IN FIGHTING FORM: Mr. Hugh Gaitskell winds up the debate on the Executive's economic statement. At the end of his speech the Conference rose and cheered him for several minutes.**

**THE "SHADOW" CHANCELLOR OF THE EXCHEQUER: Mr. Harold Wilson opens the economic debate. He reviewed at length the financial policy of his party.**

**A NEWCOMER TO THE EXECUTIVE: Mrs. Eirene White (left) and Mrs. Braddock were elected to the Executive's Women's Section, the latter for the first time.**

**AN "ELDER STATESMAN": In the debate on education Mr. Emmanuel Shinwell makes a witty and telling speech. He will shortly be marking his seventy-four birthday.**

WASHING DAY IN A BLOCK OF NEW FLATS: Clothes are hung out in Chinese style on bamboo poles over the balconies at Shek Kip Mei, in Kowloon. Five years ago a disastrous fire swept through this area of Hong Kong and 50,000 people then living in slums there were left homeless. More than that number are now housed in the modern dwellings on the site.

A SPECTACULAR FEATURE OF THE WATERFRONT: [illegible] Kong Island. It consists of vast symmet[illegible] for more than a quarter of a mile. Over 12[illegible]

A BLOT ON THE LANDSCAPE: Clusters of crowde[illegible] On left is Mr. G. M. Tingle, the Chief Resettl[illegible] years has been acute because of the great[illegible]

ROOMS WITH A VIEW: The tall flats under construction will look out from one side on to the waterfront and will provide homes for 40,000. Between April 1954 and March of this year some 160,000 were provided with homes by the Resettlement Department in Government-built, multi-storeyed blocks and 78,000 in one-storey cottages.

# CONTRASTS IN HONG KONG

*New and Old Dwellings in the Colony*

One of Hong Kong's major and perpe[illegible] problems can be summed up in the w[illegible] "people and land." The population to-day s[illegible] at around 2,700,000. It has grown hugely sinc[illegible] war, in part due to the hundreds of thousand[illegible] refugees from China, and the annual increas[illegible] inhabitants is put at 100,000. Many are too[illegible] to provide themselves with proper homes, but [illegible] to the energy and drive of the Colony's hous[illegible] authority and resettlement officers, slums are s[illegible] but steadily being cleared away and decent dwe[illegible] taking their place.

Seven years ago unsavoury and unsi[illegible] clusters of slum huts all too often dominate[illegible] landscape. To-day the picture is splen[illegible] changing. Sometimes a disaster has, in the [illegible] run, been turned to good account. Thus at Chr[illegible] mas 1953 fire raged through the slum settlemen[illegible] Shek Kip Mei, in Kowloon, and 50,000 [illegible] women and children were left homeless. Now [illegible] siderably more than this number are rehoused [illegible] the hygienic modern flats which have risen on [illegible] site. North Point Estate is one of the sights [illegible] Hong Kong and it has been justifiably descri[illegible] as the most spectacular housing project in [illegible] Running for a quarter of a mile along the shore [illegible] the island, it consists of three huge symmetr[illegible] blocks. It has been calculated that if all the bri[illegible] (10,000,000 of them) in the estate were laid end [illegible] end they would reach from Hong Kong to Singapo[illegible] An even more ambitious scheme is at present un[illegible] construction at So Uk, in Kowloon.

For re-housing purposes two classes of peo[illegible] have high priority: the squatters in the s[illegible] (some of them even live on roofs of ramshac[illegible] dwellings) and those who can claim to be permane[illegible] residents and are in need of new homes. Besid[illegible] directly financing projects, the Government mak[illegible] loans to its employees through building societi[illegible] so that they can build for themselves. Much remai[illegible] to be done and the task of keeping up with th[illegible] demands of the ever-increasing population is [illegible] Herculean labour, but the manner in which Hon[illegible] Kong is tackling its housing problem, one of th[illegible] biggest of its kind in the world, deserves wid[illegible] recognition for what has been achieved to da[illegible]

nt estate stretches along the shore of Hong
cks, each eleven storeys high, and extends
ple live in its 1,955 steel and cement flats.

s still remain to be cleared in the Colony.
cer. Hong Kong's housing problem in recent
efugees from the harsh economy of China.

**OVERCROWDED TENEMENTS:** Behind the festoon of washing in tenements of this kind numberless thousands still live. A special Housing Authority was set up three years ago and has already achieved remarkable results. It is currently rehousing about 4,000 people a month. But the fact remains that Hong Kong has to cope with a population increase of 100,000 a year.

**£2,000,000 PROJECT:** This section of North Point Estate shows the symmetry of the balconies of this vast block. The quarter-mile-long estate cost some £2,000,000 to build and is said to contain over 10,000,000 bricks, 23,000 tons of cement and 5,500 tons of steel.

**MAKING THE MOST OF THE AVAILABLE SPACE:** Blocks have been erected in terraces to provide the largest possible number of dwellings on the site. One of the major problems of Hong Kong's Housing Authority is lack of land for buildings.

*The World of Books*

# REASSESSMENT AND REAPPRAISAL

*The Mystery of Anastasia, Grand Duchess of Russia; a Visit to the Soviet Union; the Letters of Thomas Wolfe and Rainer Maria Rilke; Symposium for Mr. Eliot; Recent Autobiographies and Novels*

ONE of the mysteries open to perennial discussion is that of the Grand Duchess Anastasia of Russia, the Tsar's fourth and youngest daughter, thought by most people to have been murdered with the rest of the Imperial family at Ekaterinburg in 1918, but believed by some to have survived to this day. During the past forty years the pros and cons of the survival theory have been argued in newspapers, magazines, books and, lately, on the stage and screen. Now comes I, ANASTASIA (Michael Joseph. 21s.), which purports to be the Grand Duchess's autobiography, has notes by Roland Krug von Nidda, and has been translated from the German by Mr. Oliver Coburn. According to this, Anastasia was left for dead on the night of the murders and in the fearful confusion, while the bodies were being loaded on to a lorry and their clothing looted of the jewels they had sewn into it, she was bundled on to a cart by three of the guards, hidden in a poor house nearby and later taken on a nightmare journey to the Rumanian border.

Eventually she was interviewed and either accepted or rejected by other members of her family, aunts, cousins, uncles, as well as ladies-in-waiting and tutors. A new factor came into the case when it was found that the Tsar had deposited immense sums for his daughters in England and that, if her identity were proved, Anastasia would be a very rich woman. The possibility of this inheritance affected her relatives' judgments strangely, although, if such a fortune exists over here it is still unclaimed, and Anastasia is still living in a primitive hut in the Black Forest, waiting for legal recognition. A fascinating and highly dramatic book that may carry conviction to many.

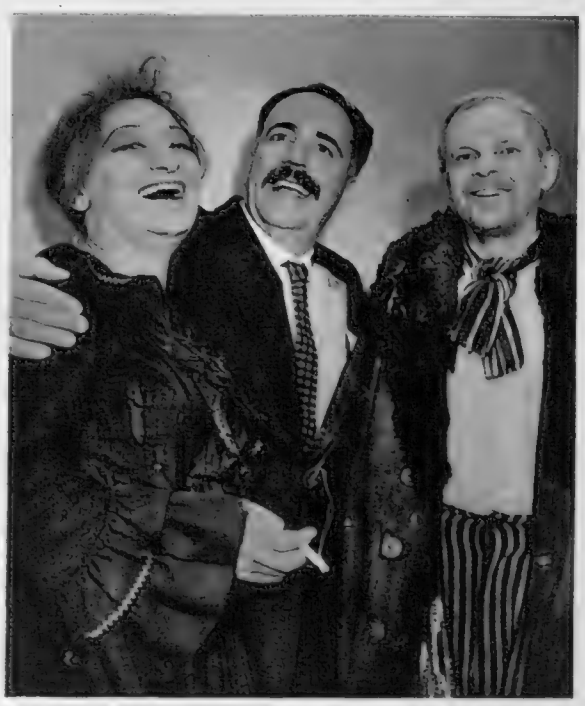
When modern Russia is visited by travellers from the Western countries their accounts more often than not suffer from the bias of a *parti pris* and are either uncritically enthusiastic or rigorously disapproving—this with a few diplomatic exceptions or the encyclopædic works of a Gunther. It is immensely refreshing, therefore, to read the record of a springtime journey to Russia made by Richard Edmonds, a highly intelligent, unprejudiced Englishman, much travelled and well read. He took an opportunity to visit Soviet Russia with a lively interest and visited four of its greatest cities, the Black Sea and the Caucasus, with an open mind and a camera at the ready. RUSSIAN VISTAS (Phene Press. 13s. 6d.) has photographs which illustrate one of the author's main interests, town planning.

Literary figures, each of them of very real distinction and fame, are the subjects of the next books, or their creators. Professor Andrew Wright, for instance, has written a preface to the novels of JOYCE CARY (Chatto and Windus. 15s.). This, although not an assessment of the novelist's place in English letters, is, successfully and exactly, what it sets out to be: a lucid and comprehensive essay which will help every reader of Cary's work. In one of his novels published nearly seventeen years ago, a critic says to an artist about one of his paintings: " I think I see what you mean," and the painter replies: " It 's more than I do." This is typical dialogue, but it might also be typical of Cary himself, one of our more original novelists of the last two decades.

Thomas Wolfe was a tremendous figure in twentieth-century American literature; vital, overwhelming in output, and impressive in the strength of his devotion to the great art of writing. Now, twenty years after his premature death, his English publishers have reissued his best-known novel, LOOK HOMEWARD, ANGEL (Heinemann. 21s.), and for the first time a volume of his correspondence. SELECTED LETTERS OF THOMAS WOLFE (Heinemann. 25s.) will strike some people as not only more absorbing, but better reading than anything included in his novels. He was a letter-writer *par excellence*, and although these private communications of his tend to expand into hundreds and even thousands of words, none of them seems redundant, none of them extravagant beyond the bounds of expression as it was known to this generous genius. The introduction and editing has been done by Elizabeth Nowell, who knew him as friend and agent, and the selection by Mr. Daniel George.

THE LETTERS OF RAINER MARIA RILKE AND PRINCESS MARIE VON THURN UND TAXIS (Hogarth Press. 30s.) have been translated by Madame Nora Wydenbruck, and although they might come under the heading of another literary correspondence they could scarcely be more different from the last volume. These letters cover the period from 1909, when the Princess asked the poet to tea with her in Paris to meet the Comtesse de Noailles, to Rilke's death in Switzerland in 1926, and they are a wonderful index to Rilke's nature which, to women, was an easy and affectionate one. He was a prolific writer of letters, particularly to the women of his choice. Whereas these screeds might be only gay and superficial, he found in Princess Marie an intellectual companion, and his letters are commensurately profound, as are hers to him, although in both cases affection is their dominant mood.

On the occasion of Mr. T. S. Eliot's seventieth birthday a symposium has been made of fifty tributes to him from poets and writers, theatre people, newspaper people, children and critics. T. S. ELIOT: A SYMPOSIUM FOR HIS SEVENTIETH BIRTHDAY, edited by



**A DRAMATIST APPROVES OF A PERFORMANCE OF ONE OF HIS PLAYS: Mr. William Saroyan (centre), the American dramatist and author, stands in Malmo, Sweden, with Gudrun Brost (left) and Toivo Pawlo. He had been thanking them for their performances in his play, *The World Are We*, which was produced at the theatre in Malmo.**

Neville Braybrooke (Hart-Davis. 21s.), is a fresh anthology of poetry, criticism and appreciation directed to this distinguished end. It is also, on reflection, a unique literary event.

THE IRONIC GERMAN (Secker and Warburg. 25s.) is Mr. Erich Heller's study of Thomas Mann, one of the greatest of this century's German writers. The author of the present book is a don who has held university posts at Cambridge and the London School of Economics, has lectured at Harvard, and currently is Professor of German at the University of Wales. It will presumably be no surprise to him therefore to find that readers may have their reservations about this scholarly and academic work, or that its principal appeal will be to those who not only are familiar with Mann's work, but can also base their reading on a foundation of German philosophy.

The next two books are works of specifically li criticism, although in different spheres. THE OUTL OF PARNASSUS (Cresset Press. 15s.) is an excellen I am persuaded, irreplaceable study of the nov importance, its forms, its aims and, to a certain e its history—all this in a fairly small and certainly el format to grace any bookshelf or book table. Margaret Kennedy has written sparsely, trenchantl wittily on her subject, and I recommend the unreservedly. THE DEVELOPMENT OF THE DE TIVE NOVEL (Peter Owen. 25s.) is Mrs. A. E. M less concentrated volume of findings on an even specialised theme. With some solemnity and undo erudition, the author takes us through the early da those thrilling inventions which were never " thrillers," and traces the changes in readers' tastes

MURDER WITH A DIFFERENCE (Heinem 21s.) follows rather grimly upon the last book, since Miss Molly Lefebure's account of the blood-sti careers of two real-life murderers, Haigh of the six co and acid baths, and Christie with the minimum murders. Miss Lefebure was once the private secr of the Home Office pathologist, Dr. Keith Simpso that she has no need to call on fiction for her ef and her book is naturally brisk and objective in ma In matter it is exceptionally sordid, or whatever epithet you would apply to the multiple murder of wo

The three following autobiographies are amazingly different in their impact and their impor yet each has its individual value. LAND WITH JUSTICE (Methuen. 25s.) is the story of his you Milovan Djilas, ex-Vice President of Yugoslavia currently imprisoned there for his criticisms of munism. As he writes himself: " The story of a fam also portray the soul of a land," and in this extr moving book he is writing not a political tract, b account of his first eighteen years in Montenegro his childhood in a peasant family there he grew accept the fact of blood feuds, to recognise eccen without being astonished by it and, often, to rebel a authority. At the end of this volume Djilas is in h high school student and a young Communist.

SECOND SYMPHONY (Macgibbon and Kee. is Mr. Humphrey Lyttelton's further volume of leading experiences—as " Humph " he has a respec large following of jazz-lovers. This time he has in a discography which lists records made by Humph his band, together with the names of individual mus record companies and recording dates, a labo devotion accomplished by a Glasgow enth Dr. Norman McSwan. Good photographs of giants-in-action as Sidney Bechet and Louis Arm and some fine historical notes.

TO CATCH A MAN (Arthur Barker. 18s) is Rehna Cloete's light-hearted account of a trip she from her native United States to Europe as a twenty year-old (not so very long ago, one would suspect) primary intentions were not perhaps as predatory title indicates, but by the time she had cleared New customs on her return trip she was engaged to Stuart the South African novelist, whom she refers to pl throughout as an Englishman. Amusing and p illustrated by Rehna " Tiny " Cloete herself.

The two American novels this week have their distinction and a quality which, in each case, is characteristic of their country. VENUS IN SP (Gollancz. 15s.) is by Mr. Louis Auchincloss, and

## AUSTRALIAN PERSPECTI

*A Scot's View of the Urban Coastal L*

This week brings an excellent book on England by an Australian, and an equally shrewd and penetrating study of Australia by a Scotsman, both of them written with a light touch and with the requisite disarming manner. John Douglas Pringle, a Scot who went to Australia and had the distinction of editing the *Sydney Morning Herald* for five years, writes for the most part about urban and suburban civilisation rather than about the dead heart and the great Outback which have caught the imagination of so many writers. Mr. Pringle does not take us much beyond the populous coastal fringe, but his theme is an all-embracing one. He holds the view that it is high time that we in Britain got to know more about this young and vigorous nation.

Australia of to-day is remarkably American in outlook, and Mr. Pringle, far from expressing surprise, shows how very natural it is that this should be, so closely parallel have the two nations run in their short histories and so closely alike are they in their geographic characteristics. Mr. Pringle has a great deal to say about Australia and the arts, and much regrets that just when the country seemed to be developing a distinctively national school of painting, abstract expressionism settled over the land like a blight. In poetry Australia has tended to go on the defensive. One reason Mr. Pringle adduces for this stems from the famous Ern Malley hoax. Malley was alleged to have been a Melbourne tram-driver who, after a sad but creative life as a poet, died unhonoured and unsung. His equally mythical sister Ethel Malley sent his verses to the magazine *Angry Penguins*. This devoted a special edition to this young poet. When the hoax was revealed, and it became know that Malley's works were deliberately concocted nonsense, the reaction in Australia was imm A new mood of simplicity emerged, and so perha poet Malley did not " live " entirely in vain. Mr. Pa ends his book with a delightful portrait of Sydne " its wonderful harbour which God provided, huge bridge which was built by Dorman Long." author clearly enjoyed every minute in Australi AUSTRALIAN ACCENT (Chatto and Windus. is a splendid, if highly individual perspective Commonwealth.

Stuart Gore's AUSTRALIANS, GO HOME (S Hale. 18s.), reflects the journeyings of another siast. Mr. Gore clearly regards England as the fascinating place in the world, that is to say, Australia. In his fourteenth-hand Austin 7 the ranged across the face of Britain, being captiva particular by the glory of Snowdonia, and the charm of the West Country, and being horrified b ugliness of some of the North Country industrial Mr. Gore, like Mr. Pringle, is never afraid to criticism, and quite rightly says that if one mem the family cannot say what he likes about a what good is it having a Commonwealth of N

Another book for the traveller in Britain is INNS OF ENGLAND (Batsford. 16s.), a collec magnificent colour photographs with description William Gaunt, whose books on topographical sub

## MILESTONES OF HUMOUR

That hardy annual of Nicolas Bentley, in which he selects the best from recent *Punch* numbers, provides a new milestone in the progress of the nation's manner of thought, taste and sense of humour. These matters are constantly changing, as *Punch's* editors change, and old stagers are sometimes bewildered when they remember the slower evolution of the *Punch* of their youth, from which such features as naked women (unless statuary), obscurity, guying the religious life, and bitter cynicism were banned, since the publication was intended for the schoolroom and Victorian drawing-room. The Old Stager accepts the cynicism of to-day as justifiable. The occasional obscurity makes him wonder whether the human mind moves more quickly than in his youth, when spirals from the speakers' mouths contained explanations of the depicted joke. Yet, oddly enough, I find in the PICK OF PUNCH 1958 (Andre Deutsch. 15s.) articles and verses and drawings far more amusing and comprehensible than in earlier post-war issues, and I wonder whether *Punch* and current taste and humour are coming back to me, or whether I am making a surprisingly late advance to the standards of the rising generation. Mr. Bentley's choices are good. He gave me many a hearty and doubt-free chuckle. *Punch*, as ever, is history without tears, if " the laughter has an echo that is grim."

**John Gore**

(*Continued from previous page*)

elegant, sophisticated family saga with a Wall Street and Long Island background. Admirably smooth and subtle. And, incidentally, recommended. A PLACE WITHOUT TWILIGHT (Michael Joseph. 21s.) is well worth your reading, too, though in a very different mood. This is a first novel by Mr. Peter S. Feibleman set in New Orleans and dealing with a coloured family. Overwritten in patches, but marvellously evocative.

Mr. Hugh Ross Williamson takes a firm, not to say an intransigent line, with his two famous characters, Queen Elizabeth and Queen Mary, in his historical novel, THE SISTERS (Michael Joseph. 13s. 6d.). His view, briefly, is that Queen Mary was a greatly wronged woman, pathetically in love with her young husband, pathetically imagining herself pregnant, and ceaselessly conspired against by her implacable enemy, her half-sister Elizabeth. This bias, which makes the Tower of Pisa look like a plumbline, may irritate some readers, but the reconstruction of the period is, nevertheless, masterly.

The late Frank Tilsley wrote MUTINY (Eyre and Spottiswoode. 15s.) shortly before he died and a fine tale it is with its plot of service and revolt in the Navy during the early phases of the Napoleonic Wars. A terrible story, too, in many well-documented instances, for these were some of the darkest and most shameful days in the Navy's record of looking after its seamen.

HIDE MY EYES (Chatto and Windus. 13s. 6d.) is this week's one and only detective story, but what a good one it is. This is Miss Margery Allingham nearly at her best—I have too great a regard for her past performances to say that she is at her very best. The setting is London in some of its shabbier corners, Albert Campion makes a few appearances, that splendid Inspector Luke even more, and a thoroughly creepy time is had by all.

**Vernon Fane**

notably Chelsea and Kensington, have brought so much pleasure. Mr. Gaunt's introductory remarks are particularly valuable, covering, as they do, the early history and development of the inn and culminating in that fine flowering, the Georgian era. Then an air of bustle, excitement and hospitable preparation pervaded the hostelries strung along the great highways of Britain.

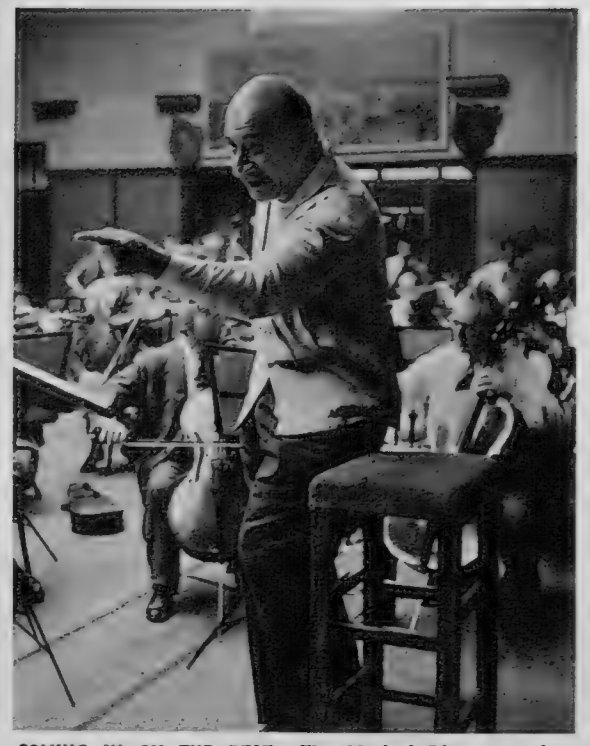
Lady Wentworth had half a lifetime of experience as a horse-breeder, and her success in show rings the world over was well known. She wrote about the subject with skill and enthusiasm, and THE WORLD'S BEST HORSE (Allen and Unwin. 50s.) is an authoritative guide to all the outstanding breeds. Some first-rate illustrations in colour and half-tone add emphasis to the text.

From Stephenson's *Rocket* to the Rocket Age the firm of Napier has made massive contributions to our engineering advances. In MEN AND MACHINES (Weidenfeld and Nicolson. 35s.), Charles Wilson and William Reader have compiled a history of the firm. The authors have bridged a gap in our knowledge of social and economic life in Britain. Although they are writing about an individual firm in detail, the broad background to the story is also presented.

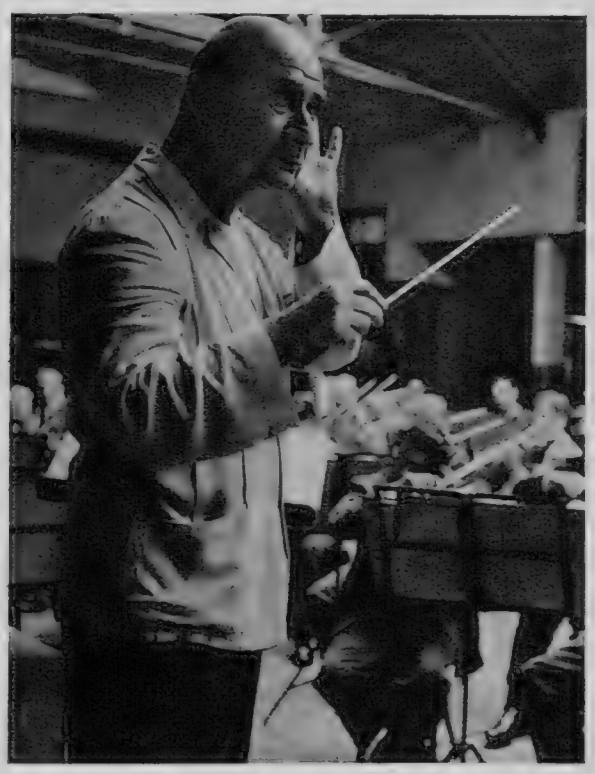
Here are four outstanding new volumes for the children, all from W. H. Allen, and all presented in colour. These are the favourites; MOTHER GOOSE NURSERY RHYMES (12s. 6d.), THE WIZARD OF OZ (15s.), and TALES FROM HANS ANDERSEN (12s. 6d.). The two first-named are illustrated by Maraja, who has also drawn the pictures for Dickens's A CHRISTMAS CAROL (15s.). All four volumes reach a high standard of design and production.

R. C. E.

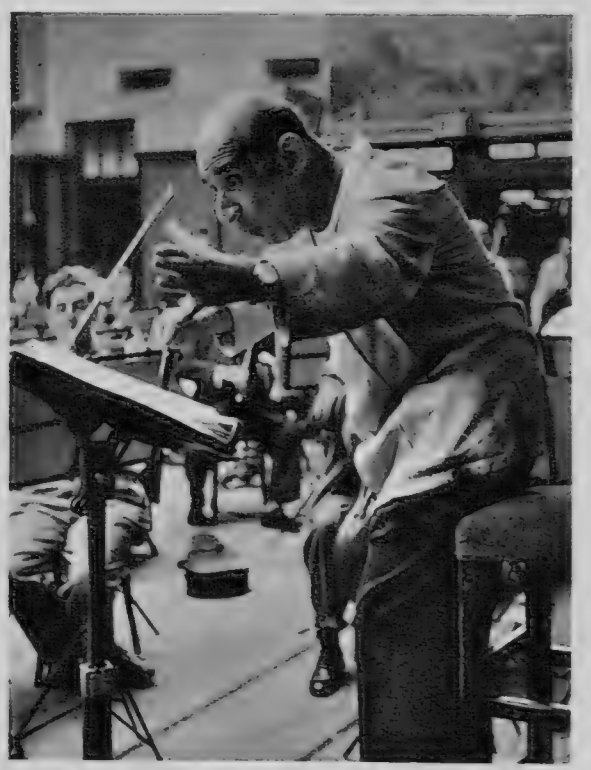
**A TENSE PASSAGE : Dr. William Steinberg bares his teeth as he rehearses the London Philharmonic Orchestra. He has recently been appointed Director of the orchestra.**



**COMING IN ON THE BEAT : The Musical Director points in dramatic manner to bring in one of his players at the precise instant required by the score.**



**FALSE PITCH ? With a hand placed expressively behind his ear, Dr. Steinberg leaves no one in the orchestra in any doubt that he thinks he may have heard some false notes played.**



**AGITATO : The conductor raises his eyebrows and gazes in agitation at his score. Presumably there is discrepancy between the performance and the composer's intention.**

**DOLCE . . . DOLCE : Sweetly flows the music and Dr. Steinberg smiles his approval and holds up a hand in benison, as it were, on a fine rehearsal performance by the L. P. O.**

## STEINBERG REHEARSES THE L.P.O.

The study of orchestral conductors in action has for generations, if not centuries, fascinated amateurs of music. Irascible Bach and tragic, deaf Beethoven are two historic examples which spring to mind. In recent years concert goers have observed the explosive temperament of Toscanini, the suavity of Beecham and the gentleness of Walter. A conductor without personality, handling his baton as if it were an extension of a wooden block, of which he himself is part, will never give a satisfactory performance.

To the audience which watches the dominant figure in evening dress with tail coat, the conductor is probably regarded as a demi-god, whose signature is a valuable addition to the autograph book. To the professional players massed around him in their groups of string, wind and percussion instruments, he is a very human figure. Unless a conductor becomes immediately in full sympathy with his orchestra, he is doomed.

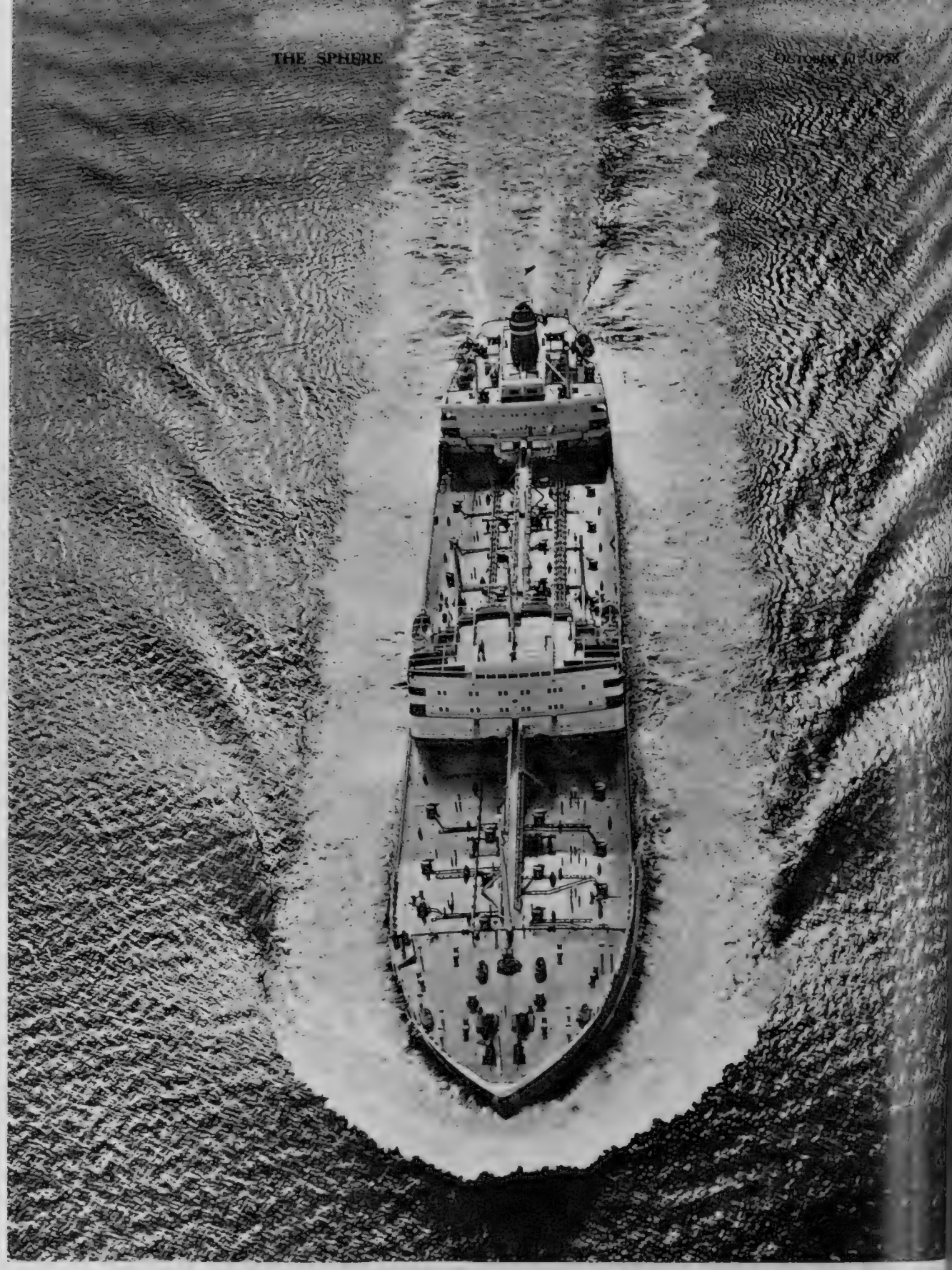
There can be no doubt that Dr. William Steinberg is a great addition to the London cultural scene. He has recently succeeded Sir Adrian Boult as the Musical Director of the London Philharmonic. Already well-known in America, his postures, attitudes and grimaces are bound to become the delight of London audiences. That he is in the tradition of the great conductors who have inspired London in the past, and that he will always produce music of the highest quality is not in question. In his first season with the L.P.O. his programmes so far have included memorable performances of such varied works as the " Eroica " symphony, the " Symphony Fantasque " and " Das Liede von der Erde."

# A Giant Tanker Goes to Sea

*The 42,000-ton "British Duchess" Off the Isle of Arran*

A truly impressive sight as she carried out her trials was the giant tanker *British Duchess*, the first of the mammoth tankers which the British Petroleum Tanker Company has ordered from British shipyards. Constructed at John Brown and Co.'s yard on the Clyde, the vessel was claimed to be the largest tanker ever launched on the river. She has an overall length of 710 ft. and a breadth of 95 ft. Her single screw, driven by steam turbines, gives her a service speed of 16 knots. With a crew of sixty-three on board, the *British Duchess*, it has been estimated, will be able to carry sufficient oil in one voyage to supply all Scotland's needs for one month. The tanker is to be the flagship of B.P.'s fleet of 145 tankers.

She was the first of seven 42,000-tonners to be launched from British shipyards for the company. B.P. ordered six vessels from John Brown's, another 42,000-ton tanker of the same class as *British Duchess*, two tankers of 50,000 tons, and two of 65,000 tons each. Altogether, the company has ordered a total of fifty-two tankers, which add up to a tonnage of something like 2,000,000 tons. This includes seven 42,000-ton vessels, five of 65,000 tons and ten of 50,000 tons. In its construction a larger tanker is cheaper to build than a smaller ship. A very large tanker of 65,000 tons, for example, needs less than twice the steel and labour to build than two vessels of 32,000 tons each. At the launching ceremony of the *British Duchess* Sir James McNeill, deputy chairman and managing director of John Brown's, said that they were making extensive alterations in the West Yard primarily to improve facilities for the construction of giant tankers. This indicated a great faith in the future of British shipbuilding, of which the *British Duchess* is a magnificent example.



**ON HER TRIALS:** *On right*—With her wake making a herring-bone pattern across the sea and with a sizeable bow wave, the 42,000-ton tanker S.S. *British Duchess* carries out her trials off the Isle of Arran. *Below*—The tanker steams over a calm sea. She is the largest tanker to have been launched on the Clyde and is to be the flagship of B.P.'s fleet of 145 tankers.

# COMMUNAL HEATING—IS THE POLYGON A PANACEA?

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IN most branches of engineering there are to be found major developments that are perfectly feasible, that offer obvious technical advantages over the present ways of doing things, and which have only to be explained to the layman for him to feel that they should be generally adopted immediately—but which, in practice, very seldom are. Fuel technology, which is central to man's whole use of power, has more of these than most. One of them is district heating.

The idea of generating heat and hot water centrally and circulating it through a building is accepted practice everywhere—though in Britain, the country of once-cheap coal and the traditional open fire, central heating has been coming into its own on a really wide scale only in about the last thirty years. The idea of generating the heat centrally and distributing it throughout a whole locality—sending hot water through mains as one does cold—is a fairly logical extension of this, and it is not a new one: the first installation of the kind was built in 1887, in the United States.

That first one was quite simply a big boiler that could generate steam more efficiently than the small ones in each householder's cellar—and, indeed, to this day most of the district-heating stations in the United States are of this kind. One of these stations, for example, is now planned to heat most of the museums and other Government buildings in South Kensington. But this is not the form in which district heating makes its greatest appeal to the engineer: the dual-purpose station, which produces electricity as well as heat, is the one that has been suggested most often for Britain.

Their technical appeal comes from the possibility they offer of reducing the inherent inefficiency of normal power generation. There is no more tantalising combination of highly efficient parts into a highly inefficient whole than the modern condensing power station, in which well over half the heat in the coal or oil burned under the boiler (or the nuclear fuel in the reactor) is wasted as exhaust heat to raise the temperature of rivers or to maintain a decorative plume of steam atop the concrete cooling tower. With unavoidable losses in combustion and other processes, the thermal efficiency of a power station is seldom much above 30 per cent. With Britain's power system now using about 45,000,000 tons of coal a year, this means that the heat of about 25,000,000 tons is lost in the exhaust alone.

It may be added that the efficiency of heating by coal fires in an average household probably does not exceed 35 per cent., and that 30,000,000 tons of coal are burned in British households every year. A power station that could make use of its exhaust heat could theoretically achieve a thermal efficiency of about 80 to 85 per cent. The chance of carrying out two inefficient heat conversion jobs as one efficient one looks extremely attractive.

There is no doubt that this can be a practical proposition. District heating from combined heat-electric stations has been used fairly extensively in Russian and German cities: Moscow and Leningrad are largely heated by hot-water distribution mains, and there are big schemes in Hamburg, Dresden, Munich and Stuttgart, mainly for the heating of office buildings.

Nor is Britain entirely without them. Part of the exhaust heat from Battersea Power Station is run through two small back-pressure turbines into a heat exchanger, through which circulates water from the heating system of blocks of flats at Pimlico, on the other side of the river. Dolphin Square, the residential blocks of flats built before the war, gets its hot-water and central heating from this source; so do a number of blocks built as part of Westminster City Council's post-war housing development.

The Pimlico district-heating scheme, enthusiasts and critics would agree, is rather a special case: big blocks, to total eventually about 3,000 flats, which are perhaps the ideal residential accommodation for such heating, happen to have been developed very close to a big existing power station—and it even happened that there was already a Metropolitan Water Board tunnel across beneath the river to carry the hot-water mains. But it does illustrate two of the major features that any district-heating system requires—a fairly high standard of heating for the inhabitants, as against those of the average household, and some means of balancing heating and electrical demand.

Tenants of the Pimlico flats are now using on average about 650 therms of heat for space heating and hot water every year; this is no more than the heat content of the coal, say, 3 tons a year, that the average householder uses, but owing to the inefficiency of conventional appliances the average home is likely to get only about 200-250 therms of usable heat a year out of it.

**PIMLICO'S ENORMOUS POLYGON: Towering into the sky at the end of one of the completed blocks of London County Council's flats on the Pimlico Housing Estate is the many-sided, glass-walled water tower in which is stored hot water for the entire estate's heating system.**

One feature of the Pimlico scheme that most people who have ever passed it will have noticed is its "polygon"—the large "accumulator," housed in a tall glass-walled building, that stores hot water for the system. The main business of Battersea is the production of electricity, even from its two small back-pressure sets that serve Pimlico; and electricity, which cannot be stored, is wanted in sharply varying quantities at different times of the day. The pattern of power demand does not entirely coincide with the pattern of demand for space heating or for hot water. By storing several hours' supply of hot water in the accumulator, it is possible to run the sets not only when power is required, but provide for heat requirements during the whole twenty-four hours.

Experience at Pimlico has demonstrated to electrical engineers and to local authorities that district heating, in certain circumstances, can be an economic proposition. Quite a number of similar schemes have been worked out in detail, but not many have been put into practice. At Manchester, for example, plans were made for a scheme to heat a new housing estate in the Wythenshawe area: the council considered first a scheme providing heat alone, and later one that would have provided power as well. This foundered upon the price that the electricity supply industry would have paid for the power that at times it would have been buying from the Wythenshawe heat-electric station; reasonably enough, it was prepared to pay no more than the cost of generating this power in one of its own big power stations, which the specialised station could not profitably match.

One expert assessment of the possibilities of district heating has reckoned that if one has to build a special heat-electric station, there may not be much saving in coal. An economic system depends upon the use of steam from major power stations, from which part of the steam flow may be taken out through back-pressure sets, as at Battersea, or "bled" direct from the main turbines. Opportunities seldom occur for utilising more than a small part of the exhaust steam. The smallest set going into power stations at present is about 120,000 kilowatts, which would require some 65,000 consumers, or 200,000 inhabitants, to utilise all its exhaust steam (and, indeed, most stations now under construction are embodying sets of 200,000, 275,000 or even 550,000 kilowatts). No new estate or town envisages 200,000 inhabitants, and even if they did, no such community could develop during the three or four years it takes to complete a power station; and the alternative of supplying steam from such a station to existing localities of that size would mean a vast expense in breaking up streets to lay new mains and in supplying isolated houses.

When one has a large concentration of consumers not too far away from an existing or new power station; when they will be prepared to pay for a lot of heat, since their supplies will be "cheap" only in offering about three times as much heat for perhaps twice the cost; and when sufficient hot-water storage capacity can be supplied to leave the generating sets free to follow the pattern of electricity demand, then there are chances that district-heating can be economic as well as technically efficient.

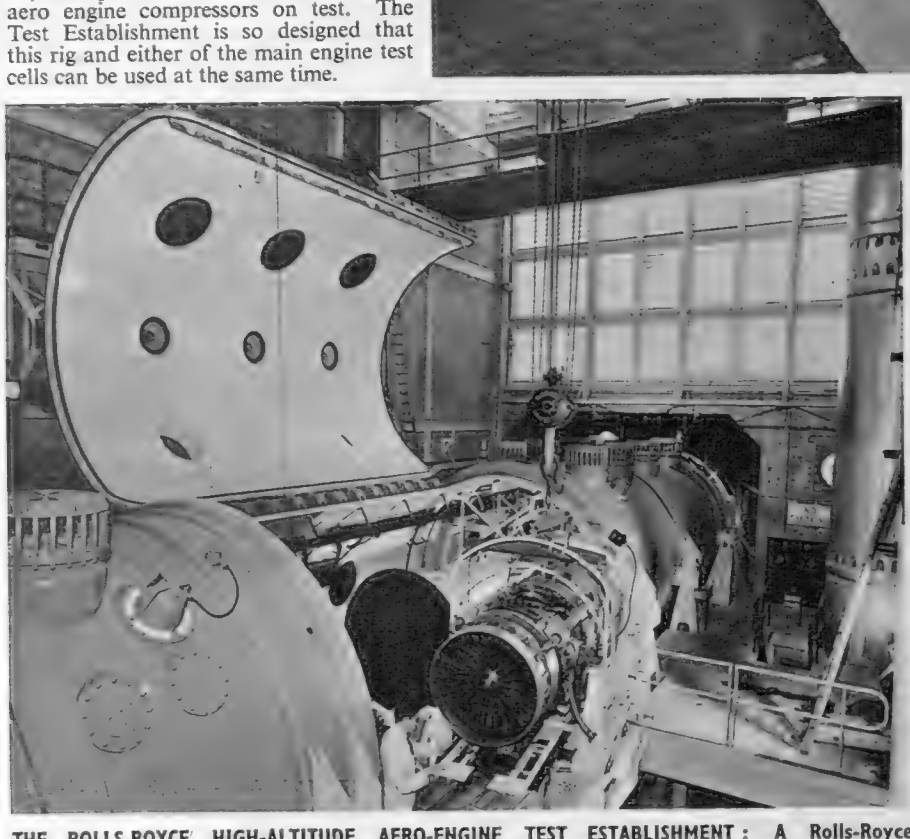
The Central Electricity Generating Board has been investigating a project at Warrington, for the supply of steam primarily to industrial premises round the town from a local power station; and it has begun to discuss a proposed district-heating scheme for part of the City of London. The cost of distributing the heat—both in terms of actual money to put down the mains and in terms of the heat lost from these mains during operation—can be a key factor. Much depends upon the extent to which the mains themselves can form part of the "accumulator" of the system.

Any statement of the problem of district heating is likely to seem biased to one side or the other. There are a number of enthusiasts who have been advocating this idea for years, while, on the other hand, many experts in the electricity industry have become heartily sick of having it urged upon them as a panacea. The layman is liable to come out by the same door wherein he went: still attracted by the chances of far higher efficiency that it patently offers, rather more seized of the difficulties that it always seems to encounter in practice, perhaps hopeful that one or two more projects will come to pass if only to give the enthusiasts—or the critics—more conclusive evidence.

## ROLLS-ROYCE'S NEW PLANT

The £5,800,000 High-Altitude Aero-Engine Test Establishment at Derby is capable of continuous testing of turbo-jet and turbo-prop engines under altitude conditions up to 70,000 ft.—over 13 miles—and up to two-and-a-half times the speed of sound. Air can be supplied to the engine intake at any pressure from 1 to 55 lb./sq. in. absolute and at any temperature between −90 deg. C. and +190 deg. C. At the same time the rest of the engine, including the exhaust, is subjected to the pressure corresponding to the selected altitude, down to ½ lb./sq.in. absolute. To provide air for the engine intake, and to lower the pressure around the rest of the engine, requires considerable power. The total installed at the plant is 150,000 h.p. with a permissible full load of 60 megawatts.

There are two engine test cells, so arranged that an engine can be prepared in one while testing is in progress in the other. Additional use of the plant's facilities is made in a compressor test house, where compressed air from the main installation is used to drive a 15,000 h.p. turbine, which in turn drives aero engine compressors on test. The Test Establishment is so designed that this rig and either of the main engine test cells can be used at the same time.



THE ROLLS-ROYCE HIGH-ALTITUDE AERO-ENGINE TEST ESTABLISHMENT: A Rolls-Royce Conway by-pass engine is fitted into the test cell of the new plant at Derby. It is the only privately-owned establishment of its kind outside the United States.

*On left—*

## CUTTING DISC

In Johannesburg, two engineers, Mr. J. Landsrath, left, and Mr. H. Dohmeier, demonstrate a revolutionary high-speed cutting disc which they have invented. The disc, which can be fitted to any conventional wheel metal cutter, does not cut through the metal in the ordinary way. By a unique process it burns its way through it by igniting the oxygen in the air through a cascade of sparks. The disc rotates at a speed at which conventional wheels would disintegrate. It revolves at 560 ft. per second at the circumference and 6,000 r.p.m. at the axis. Instead of teeth, the disc has an edge milled like a coin. It slices through metal about thirty times faster than the usual type of cutter. Because there is no great heat involved, it can be made from light metals such as aluminium.

*On left—*

## OIL INDUSTRY'S UNUSUAL JOBS

A mud engineer's assistant stirs drilling mud on a Compania Shell de Venezuela site at Sibucara, on the western side of Lake Maracaibo, Venezuela. The mud engineer prepares this special mud from a solution of clays and chemicals at his mud plant. It is pumped through the hollow shaft of the drilling stem and serves to clear the debris caused by drilling and to keep the bit itself cool. This is just one of the unusual jobs that are part of the oil industry to-day. The complex and vital business of finding oil and supplying it in the right form for all the world's needs involves the work of men and women of nearly every creed and nationality. The balance between exploration, production, refining, distribution and research is maintained by the co-ordinated efforts of more than 2,000,000 people.

A huge international industry such as oil provides work for men and women in many kinds of unexpected jobs, the majority of which fit into the everyday activities of the business. There is, for instance, the job of diving. Divers are employed where oil tankers unload or discharge their cargoes through a pipeline extended into the sea along the sea-bed. Before the pipeline can be laid, the diver has to ensure that the route it will follow is free from all hazards. When laid, he has to attach to it a flexible pipeline which can be lifted from the sea-bed and connected to the tanker on arrival. Other unusual jobs which fit into the business of oil include the autoclave cleaner, responsible for the high degree of cleanliness inside the autoclave, and the insect breeder, whose insects are used, among other things, to test new insecticides made from chemicals, to test the potency of mud samples from the surfaces of native huts on which such insecticides have been used, and for anti-malarial sprays.

*The Sphere of Travel*

# WINTER SPORTS

*A Special Annual Section Dealing with Holidays in the Snow*

By GORDON COOPER

WINTER sports are once again being planned. It takes a lot to prevent or deter the ski-ing enthusiast from having his regular holiday amid the snows; for there is no doubt at all that ski-ing brings a thrilling exhilaration, as well as being a wonderful health tonic. This exhilaration is perhaps best indicated by a remark once made by Fridtjof Nansen: "Nothing hardens the muscles and makes the body so strong and elastic; nothing gives better presence of mind and nimbleness; nothing steels the will power and freshens the mind as ski-ing. This is something that develops not only the body but also the soul—it has a far deeper meaning for people than many are aware of." In a different way, I think the same outlook applies to a true Finnish *sauna* bath, for it likewise has a deeper meaning than just the mere cleansing of the skin. Still, if you should venture as far afield as Finland you could enjoy both experiences.

The indications are that a record number of Britons will take a winter-sports holiday this coming season. For in addition to the hard core of experienced skiers there is an ever-increasing volume of *young* people who are taking a lively interest in the sport. Please note, however, that my emphasis on the adjective "young" applies to the state of one's spirit rather than to the number of one's years. After all, there is the outstanding example of Lord Brabazon, who is a perpetual "Peter Pan" at winter sports.

How long does it take to become a good skier? If you ask a Norwegian—and remember, he was born with skis on—he will probably reply: "As soon as you know how to *fall* properly." A novice should be able to perform all the elementary movements of ski-ing in the course of his, or her, first holiday in the snow. Proficiency will come later. It looks easy—but may be difficult for a day or two. If you take an hour's lesson and then go up in a ski-lift, you need not worry about how to get down. For, what goes up, *must* come down! You may fall now and then—but that is exactly how you learn to do better next time—and it is amazing what great fun you get out of it. Obviously, the majority of those who set out to learn ski-ing are young in years, for this class has had its appetite whetted by the existence of training schools for beginners, and also by the fact that costly items of equipment don't have to be bought, but can be hired either on the spot or before they leave Britain.

There is a limit to the number of Britons who can afford both the time and the money (not forgetting the limitations of the travel allowance) for two holidays a year. As a result, travel agents specialising in winter sports endeavour to keep the costs of this particular kind of a holiday down to a minimum. As an instance of the ability to cut costs, some of the biggest travel agents have grouped themselves together into what is known as the Creative Tourist Agents' Conference, which, in its turn, has organised special trains from Calais to some of the principal winter-sports centres. This season, for the first time, these trains will consist of all-*couchette* rolling-stock, an innovation which makes for considerably more travel comfort. In addition, there are restaurant cars. Special couriers will also travel with each train. From Calais, the trains will run to Innsbruck, Coire and Interlaken, connecting with transport from and to London. Many agents, too, are now providing flights by chartered aircraft to various resorts.

For a beginner, it is undoubtedly better (and cheaper) to travel with an organised party. Yet, after studying the multi-coloured brochures of the various travel agents, you may still have a sense of confusion. All the firms claim to provide an easy introduction to ski-ing. A close analysis of what is embraced in the price quoted will, however, indicate that there are differences. The less good offerings conceal the fact that a number of costly essentials are not included. For this reason the lowest price quoted may not be the cheapest in the end.

Among the extras which can considerably increase the cost of a holiday, if not included in the original price, are baths, afternoon teas, and coffees after the main meals at your hotel. Then, in the realm of equipment, examine what is being offered—boots, skis, sticks, protective outer clothing. Some travel agents, too, include in their prices an hour or more of ski instruction daily, tickets for the ski-lifts, and free admission to the skating and curling rinks. Again, on the journey to the chosen resort, and on the way back, note whether the price embraces meals *en route*, transfer of luggage, *couchettes*, and the reservation of seats. I am often horrified at the way these apparently minor items can add to one's budget.

**SAMPLING THE THRILLS OF RACING: A slalom competitor races in Norway. Each winter almost the whole country becomes one vast ski-ing field, an ideal terrain for long-distance racing and cross-country tours.**

Another factor to be taken into account in choosing a winter-sports resort is the probable cost of *après-ski* life. In the more fashionable resorts, there is a wide range of organised social entertainments—but most of them obviously cost money. Bars and night clubs are hardly places to be recommended to the thrift-skier. Mégève, in the Haute Savoie, St. Moritz, in the Grisons, Cortina d'Ampezzo, in the Dolomites, and Garmisch-Partenkirchen, in the Bavarian Alps, are all renowned rendezvous for the international set, and where, consequently, spending money does count. But it is not necessary to pay so heavily for sophisticated amusement, for there are many lesser places which are quite gay and reasonable. Among them I would name Alpe d'Huez, in the Dauphiné Alps, Ortisei, in the Dolomites, Oberstdorf, in the Allgäu Alps, and Arosa, in Switzerland.

Generally speaking, too, life in the Austrian and Norwegian resorts is suited for those with modest purses. I ought to add that prices during the high season (around Christmas and the New Year, and from February on to Easter) are higher, but you may well consider them worthwhile, for the low-season period of January might seem dull in the resorts to those who like the fashionable life and regard it as important as the actual ski-ing.

Apart from the choice of a resort, there is also the type of hotel to be considered. At a smart hotel you will obviously have to pay for a number of things which, pleasant though they may be if you can afford them, do not contribute much to learning to ski or enjoying your winter-sports holiday. Anyhow, all these decisions are a matter of personal taste. As a rough estimate I would say that the approximate total cost for a fortnight's holiday at a smart hotel in a fashionable resort would come to at least £100, while in a reasonable hotel in a smaller place it should be covered at half this cost.

Young people, content with austere standards, can manage on considerably less. Undoubtedly, for the thrift-skier, Norway is the best choice. An all-in fortnight's holiday there can be reasonably accomplished for £30. But with this particular country the cost of travel to Newcastle, the port of embarkation, must be taken into account. Austria may, therefore, in certain cases be a preferable alternative.

**IN THE SWISS ALPS: Skiers are being transported in a communal sledge between Bretaye and Chamossaire, above Villars, in Switzerland. This form of transport is often used instead of chair-lifts. The Swiss Alps are a traditional choice for the British, who were the first to popularise winter sports in Switzerland.**

*Winter Sports*

# OUT IN THE SNOW-FIELDS

*Where to Go, Fashionable Resorts, Travel Agents and Organised Parties*

THERE are certain travel agents who specialise in winter-sports holidays, and it is advisable to deal with such firms in making your arrangements, whether you go on an organised tour or on your own, for they all have considerable experience of what is wanted by the skier. I list these firms in alphabetical order, and for further information you should obtain their respective brochures. In some cases, notably those holidays offered by the two Norwegian shipping lines (Bergen and Fred Olsen Lines), information and reservations can be made through any travel agent.

**BERGEN LINE.** Travelling from Newcastle by this shipping line in s.s. *Leda* (fitted with anti-roll stabilisers), you reach Bergen in little over 24 hours, whence you are within easy reach of some magnificent ski-ing resorts, situated on or near the main railway between the port and Oslo. Undoubtedly, this Scandinavian land offers a cheaper ski-ing holiday than any other country, with a minimum price of £23 8s. for a fourteen-day holiday, including travel across the North Sea. (It is also possible for bad sailors to make the journey by air on the regular air services.)

In addition to winter resort holidays, Bergen Line also offer three types of ski-tours. They are graded A, B and C, according to the experience of the individual skier. Tour A will leave Newcastle on March 12 and 19, and it is planned for first-time ski-tourers who have already mastered the basic techniques of ski-ing. This tour is based on two centres and consists of day tours. It is an excellent introduction to ski-touring and does not require a high standard of ski technique. Three centres will be used for Tour B, Finse, Ustaoset and Geilo, with intermediate journeys by ski and train. For this tour there is only one departure—on March 12. The most advanced tour is C, which offers a hut-to-hut tour with day excursions and journeys of ten to twelve miles between overnight stops. This tour has two departures, March 9 and 30. Each costs between £36 and £40. After taking part in any of these tours you are entitled to a badge to prove that you are a "son or daughter of the mountains."

**CENTRAL COUNCIL OF PHYSICAL RECREATION.** Once again the C.C.P.R., in co-operation with the Ski Club of Great Britain, is organising ski-ing expeditions, one in Norway, based on Geilo, the other in Switzerland, with Champéry as the base. These expeditions are open to women between eighteen and thirty-five and men between eighteen and forty who wish to learn to ski and who are prepared to undertake the approved ski training. Anyone within these age limits could not do better than take advantage of this opportunity. All enquiries should be addressed to the Agents for the Expedition, World Sport and Travel. The charges for the Norwegian Expedition are from £32 (fourteen days) and for the Swiss from £44 10s. (fifteen days).

**ITALY'S GRANDEUR : A telecabine carries skiers at Staunies Pass, above Cortina. Such modern aids save the enthusiast from long climbs to the more distant heights.**

**IN THE SNOWS OF THE AUSTRIAN TYROL AND SWITZERLAND : Skiers high above Kitzbuehel, in the Austrian Ti and snow. *Right*—The view is of the main street of Arösa, which lies at the head of the Plessur Va Switzerland. In this special five-page Travel Section of "The Sphere" the winter-sports enthusiast**

**C.I.T.** This organisation is solely concerned with Italian travel, but as it has offices in all the main centres of this country this can be useful to the tourist. The most easily reached of the Italian winter-sports resorts, by train, is Cervinia-Breuil, not far from Turin. This is an extremely beautiful resort with a grand view of the Matterhorn. Not far distant, in the Piedmontese Alps, is Sestrière, an ideal and fashionable centre, with modern hotel accommodation. There are four cableways and four ski-lifts, providing over thirty individual ski-runs. In the Dolomites, in addition to the superbly beautiful Cortina d'Ampezzo, there are to be recommended Ortisei, Selva, Alpe di Siusi, San Candido, Colle Isarco, and Canazei. It is worth remembering that B.E.A. are maintaining a winter schedule of services from London to Venice, with linking coach connections to Cortina d'Ampezzo. B.E.A. also offer coach connections in relation to other winter-sports centres in Europe.

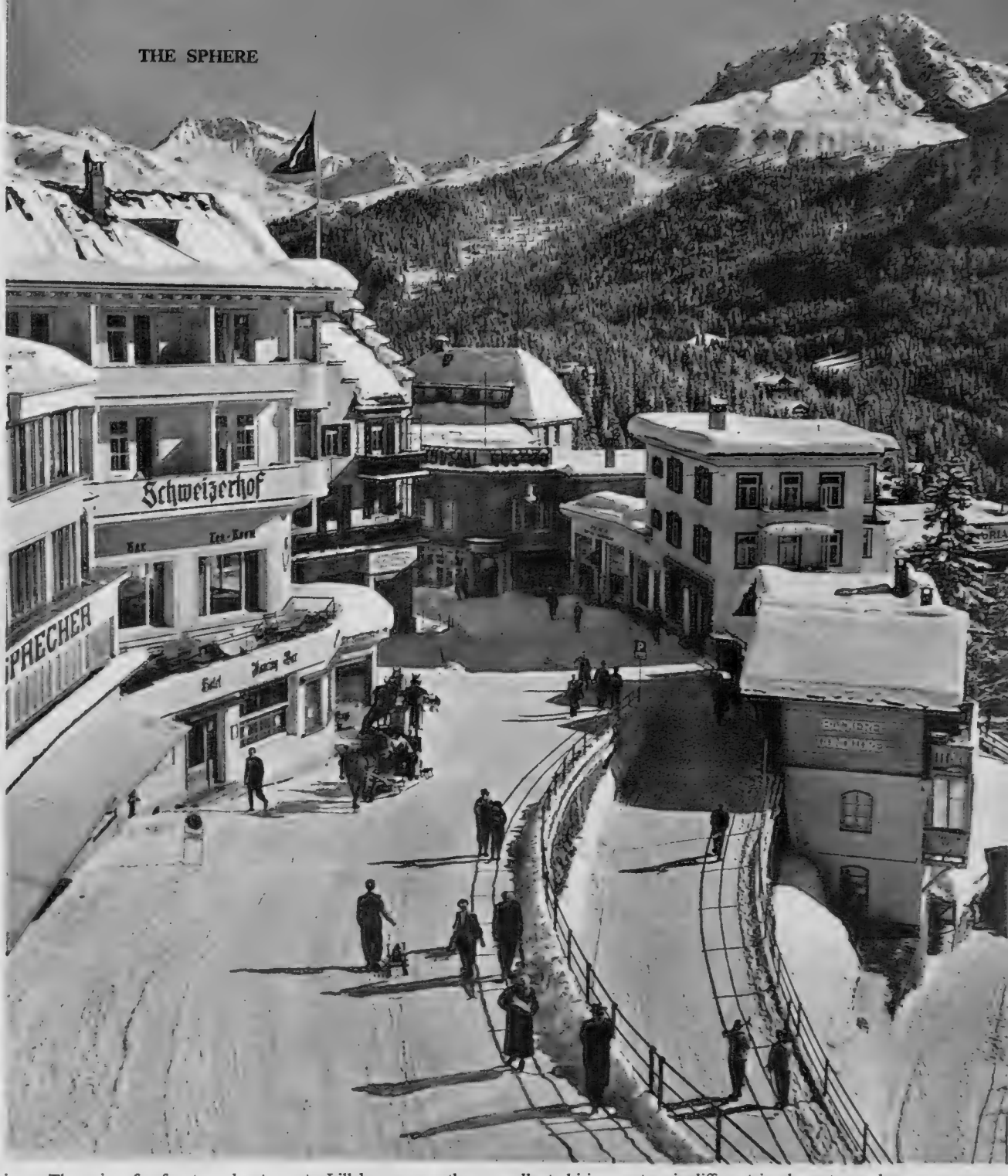
**COOKS.** This great and most experienced organisation offer Initiation Parties in Switzerland (Kandersteg), Norway (Geilo) and Austria (Mayrhofen). Note that a full fortnight's holiday is really essential for beginners, otherwise, in a shorter time, just as you are beginning to find your feet and enjoy the thrill of ski-ing, it is time to pack up and go home. For those who want après-ski fun, I like this firm's choice of Champéry, one of the most charming resorts in the French-speaking Valais (Switzerland), where there is a special Christmas party. There is also a departure on February 7 which embraces carnival time there. Curlers will be attracted by the tours arranged for events at Davos on various dates.

For those who wish just to watch winter sports, Cooks are again offering their escorted tour by coach (specially heated) to three of Switzerland's winter centres. This enables you to enjoy all the gaiety of winter without actually taking part. For the family, there is (Switzerland), where you can have an eight-day ho from £24 15s. Then, for what I consider to be th honeymoon resort in Switzerland (and that really for everyone who is romantically inclined), th Flims-Waldhaus, a really enchanting spot, whe eight-day holiday ranges from £26 6s. Incidentally, resort there are excellent ski-ing conditions, while fa for tobogganing, skating and curling are also avail

**INGHAMS.** This firm specialise primarily in Au resorts, but they also embrace Switzerland and Their transportation arrangements include snow from London to Innsbruck, also snowsports special trains (for Vorarlberg, Tyrol and S resorts). In this delightful country, with its infe spirit of *gemütlichkeit*, almost every resort can be r mended, but for beginners, Seefeld and Saalbach hard to beat. The former lies on a high shelf abo Inn valley in the centre of first-class ski-terrain. I vides an abundance of runs suitable for the novice a as for the expert. Seefeld is also a skating centre a non-skiers there are level walks and facilities for wa sports in comfort. That most delightful of Au cities, Innsbruck, is within easy reach.

Incidentally, the Seefeld hotels are of an exc standard and evening entertainments are well to the A speciality is the heated indoor swimming-pool cocktail bar at one end and a glass wall framing the ski-slopes at the other. Saalbach, reached by pos from Zell-am-See, is smaller in size than Seefeld, provides everything required of a ski-resort— modern hotels, cafés, entertainments, and a ski school. With an excellent record for sun and s it is an ideal choice for most tastes.

**ERNA LOW TRAVEL SERVICE.** I would say this firm has the most faithful clientele of any travel a This always impresses me. During the coming s Miss Low offers special arrangements for Beg Economy Holidays at three centres in Austria (Alp Fieberbrunn, Ischgl), Teenagers Parties in Au Switzerland and Norway, and a winter-sports house for "young professional people" at Kitzbuehel. W noting, too, is this firm's bargain holiday at a Tyr




**...a homeward route after a day's excursion in the sun ...of the most fashionable and popular ski-ing centres in ...of useful information regarding holidays in the snow.**

centre, with an all-in cost of 25 gns. for twelve accommodation. As last winter, the company will e air charter flights to Basle, while for pre-holiday g, Erna Low has arranged extra ski schools. Erna Travel Service also caters for schools, students, clubs rivate parties, and new centres to be used for the ime include Mürren, in the Bernese Oberland, pfer (St. Moritz) and Courmayeur (Italy).

NNS. This well-known winter-sports firm offers four Flight Introductory Parties—at Engelberg and wald, in Switzerland, and at Westendorf and ch-am-Brenner, in Austria. Prices are from 40 gns. fifteen-day holiday, and this includes air travel en Manchester or London and Basle. Of these four tions, my own favourite is Engelberg, a really ting spot, and within easy reach of the attractive ntertaining city of Lucerne. For the more ex-ced skier, Lunns offer a number of bargain holidays l: a fifteen-day holiday at Leysin costs only £33 14s., in Austria the prices are lower still—such as fifteen t Brand for £24 17s. There is an inexpensive ski-for young people at Adelboden, with hut accommoda-he prices being as low as £27 9s. by special train, for snow flight. This district is ideal for beginners, as a good ski school, but there is not much in the f organised entertainment.

r variety, there is a "Two-in-One" Snow Flight y, giving opportunity to sample ski-ing in two ies: Brand, in Austria, and Klosters, in Switzerland. ost is from 49 gns. (fifteen days). Lunns also ski-ing holidays in France, Italy, Norway, Spain, ny, and Scotland. The last-named, however, only its departures on February 6, and the cost, with nights in comfortable rooms at Grantown-on-Spey, 10s. For those who like skating and curling as ski-ing, Lunns offer special arrangements (including i school, skating school, curling rink and ice rink) at n, as lovely a spot as any in the Bernese Oberland.

D OLSEN LINE. This shipping line between New-and Oslo (with a call at Kristiansund) offers the pportunity to stay at the well-known winter-sports around the capital, including Lillehammer and andsdal. It also enables holidaymakers to reach trict of Telemark which has been called the "Cradle ing," and the home of some of Norway's greatest skiers. The prices for fourteen-day tours to Lillehammer and the Gudbrandsdal district range from £26 in a youth hostel at Lillehammer to about £45 at the comfortable and recommended Fefor Mountain Hotel. For a fourteen-day ski-ing holiday in Telemark, prices are around £36. Should you wish to travel First Class on the ship, the supplement (return) is only 65s. On this line the prices charged include all meals on board ship.

**POLY TRAVEL LTD.** This large organisation offers winter-sports holidays in Switzerland (twelve resorts), Austria (eleven resorts), France, Germany, Italy, and Norway. I am glad to see that in France they include Chamonix, the largest of the sports resorts in the Savoy Alps. Situated in a narrow valley, the town is walled by some of the highest mountains in Europe, with Mont Blanc the most impressive of all these mighty peaks. The hotel situation there is probably easier than in some of the other Savoy resorts. For those who like to be in a house party, Poly's offer one at Grindelwald (Switzerland). This pretty village has as impressive a setting as any in the country, and it nestles in a valley bounded by some of Switzerland's most famous mountains, including the Wetterhorn and the Eiger, while beyond the latter the superb Jungfrau can be glimpsed. First-class tuition is available at Grindelwald, where there is also a lively après-ski life.

**SWANS.** I have often thought that for some people a holiday in one small mountain resort may be found to be monotonous, and that it would be better to choose some pleasant and busy city from which to make daily excursions to the ski-ing fields in the neighbourhood. Some years back, I recommended Zurich for this purpose. Now, Swans have taken up the idea, and they offer a winter-sports house-party holiday at Lucerne, whence you can sample the joys of ski-ing combined with the varied entertainments of this beautifully situated city. In addition, there are the comforts and facilities of excellent hotels. All-inclusive prices are from £29 11s. for an eight-day holiday, £35 7s. for ten days, and £50 11s. 6d. for fifteen days. Also available are winter-sports holidays at other resorts in Switzerland, France, Germany, Italy and Norway.

**WINGS LTD.** This efficient organisation specialises in winter-sports holidays, with swift, economical, air travel. The main centres are all in Austria, at Hochsolden, St. Johann in Tyrol, Damüls, Galtür, and Seefeld. Each of these excellent ski-ing centres is different in character and yet all very good in their way. At all the centres, too, there are ski schools. Each tour occupies fifteen days, with prices ranging from 31 to 38 gns.

**WORLD SPORT AND TRAVEL SERVICE.** This specialist organisation shows considerable enterprise in opening up new holiday centres. This season it has inclusive ski-ing parties at twelve Swiss resorts. These inclusive parties are divided into four price categories covering: (*a*) travel and hotel only; (*b*) travel, hotel, ski-lift tickets; (*c*) travel, hotel, ski instruction and hire of equipment; (*d*) travel, hotel, ski-lift tickets, ski instruction and hire of equipment. The main object of this is that more often than not you get friends who wish to travel together, some are experienced and some are beginners, so under this scheme they have a choice of which category they wish to take. In addition to Switzerland, World Sport offer inclusive holidays in Norway, Austria, France and Italy.

## OFFICIAL INFORMATION OFFICES

*Austria State Tourist Dept.*, 219, *Regent Street, London, W.*1.
*French Government Tourist Office*, 178, *Piccadilly, W.*1.
*German Tourist Information Bureau*, 6, *Vigo Street, W.*1.
*Italian State Tourist Office*, 201, *Regent Street, W.*1.
*Norway Travel Association*, 20, *Pall Mall, S.W.*1.
*Swiss National Tourist Office*, 458, *Strand, W.C.*2.

## AGENTS AND SPORTS ORGANISATIONS

*Bergen Line, Norway House, Cockspur Street, S.W.*1.
*Central Council of Physical Recreation*, 6, *Bedford Square, W.C.*1.
*C.I.T. Ltd.*, 10, *Charles II Street, S.W.*1.
*Thos. Cook and Son Ltd.*, 48, *Berkeley Street, W.*1.
*F. and W. Ingham Ltd.*, 26, *Old Bond Street, W.*1.
*London Winter Sports Centre*, 198, *Sloane Street, S.W.*1.
*Erna Low Travel Service Ltd.*, 47, *Old Brompton Road, S.W.*7.
*Sir Henry Lunn Ltd.*, 36, *Edgware Road, W.*2.
*Fred Olsen Line, Norway House, Cockspur Street, S.W.*1.
*Poly Travel Ltd.*, 309, *Regent Street, W.*1.
*Ski Club of Great Britain*, 118, *Eaton Square, S.W.*1.
*Swans Tours*, 260, *Tottenham Court Road, W.*1.
*Swissair*, 126, *Regent Street, W.*1.
*Wings Ltd.*, 48, *Park Road, N.W.*1.
*World Sport and Travel Service*, 198, *Sloane Street, S.W.*1.

*Winter Sports*

# FUN IN THE SUN AND SNOW

*Some Suggestions and Advice for Those Eager to Enjoy the Thrills of Ski-ing*

**WINTER SPORTS IN SPAIN, YUGOSLAVIA, SWEDEN, FINLAND AND CZECHOSLOVAKIA:** While good winter-sports conditions are to be found in all the above countries, they never attract more than a handful of British visitors. For their information, however, I suggest La Molina and Nuria, both in the Spanish Pyrenees; Pokljuka, in the Julian Alps of Yugoslavia; Rattvik, Riksgransen and Salen, in Sweden; and Lahti, in Finland—easily reached from Helsinki. Cook's can make the necessary reservations. Czechoslovakia provides good conditions in the giant mountains and the High Tatras.

**PRE-SKI SCHOOLS:** To obtain the full benefits and the maximum enjoyment from a winter-sports holiday it is necessary to be physically fit before departure. The ideal preparation is spread over a period of six weeks immediately before a holiday.

The Erna Low Travel Service will be continuing its dry ski-ing classes, but in addition to its London centre, there will also be new classes in operation in the West Country or in the Midlands. Write to Erna Low for details. In addition, there are various dry ski-ing training centres operated by the Central Council of Physical Recreation in co-operation with the Ski Club of Great Britain. Details can be obtained from either of these bodies; also from World Sport and Travel Service.

**A TOUR BY DOG-SLEIGH:** Among unusual winter-sports holidays is ski-touring with dog-sleigh teams in Norway. Enthusiasts may join one of three parties, leaving Newcastle on January 31, February 21 or February 28 by a Fred Olsen ship for Oslo, where the members stay at the comfortable Holmenkollen Hotel on the hill overlooking the capital. The first two days are spent on easy ski tours in the environs. Then the trek begins by ski-ing to Kikut chalet, which is in the Nordmarka, a vast open-air countryside. Next, from Kikut to Lovlia chalet, with several thrilling slopes en route and amid fine scenery. The final trek leads to Ringkollen chalet, on the northern fringe of Nordmarka. From this chalet the party returns to Oslo by bus.

The members of each party (consisting of six to ten persons) walk on skis from one chalet to another, their luggage being carted on a special sleigh, drawn by a team of huskies. The tour is not strenuous—an average day's walk taking between four and five hours. Each party is accompanied by a Norwegian leader, and members must have some previous ski-ing experience. These tours are organised by the Ski Promotion Society and the Fred Olsen Line. Details can be obtained from the Fred Olsen Line.

**AWAY FROM THE CROWDS:** For those non-gregarious-minded persons who want to stay at some little-known winter resort, with a minimum of their compatriots for company, I offer the following suggestions, giving in brackets the district and the travel agent who could assist in their travel arrangements:

AUSTRIA: Wagrein (Salzburg); Hintermoos; Damuels (Vorarlberg). (Inghams.)
FRANCE: Les Rousses (Jura); La Clusaz (Haute Savoie). (Cooks.)
GERMANY: Ruhpolding (Bavarian Alps); Braunlage (Harz); Hirschegg (Kleinwalsertal, an Austrian enclave into Germany, near to Oberstdorf, Allgäu Alps). (Germania Travel Ltd.)
ITALY: Colfosco (Dolomites); Alpe di Siusi (Dolomites); Courmayeur (Piedmont). (C.I.T.)
SWITZERLAND: Melchsee-Frutt (C. Switzerland); Feldis (Grisons). (Cooks.)

### USEFUL HINTS TO SKIERS

1. Safeguard yourself against any expenses arising out of accidents or illness by taking out a winter-sports medical expenses insurance and loss of booking fees insurance. Your travel agent can supply the necessary form of application. Study this form carefully before making a decision; in particular, make sure that independent travel expenses are covered by the insurance. Incidentally, if you are going to Norway, Sweden or Yugoslavia there is no need to be concerned about medical treatment, for these three countries have reciprocal arrangements with the British Health Service.

2. If you are going to France, then you gain money by buying your franc requirements from your bank before leaving home. This "bonus" varies, but it is around 10 per cent. extra.

**STRAIGHT OFF THE ICE: At a skating rink at Villars, in Switzerland, a waiter pours a soft drink which has been taken out of the block of frozen ice in which the minerals are embedded. *Left*—Groups of skiers are assembled on the slopes of a sheltered hollow at Garmisch-Partenkirchen, in Germany.**

## IF YOU MUST SLEEP—TRAVELLING TO THE SLOPES

Sitting up all night on a Continental train in the depths of winter is a threat which always seems to face the winter-sports enthusiast who is most careful to book a room in a hotel, but almost always forgets to reserve his sleeper, or *couchette*, until the last possible moment. If only everyone would make up his mind in October, all would be well and sufficient sleepers would be found. It is not a matter of first come, first served; it is a question of making up the trains well in advance according to the demand. Extra sleeping cars can always be attached but not at the last moment.

Fortunately, this year all the principal travel agents, Cook's, Co-operative, Dean and Dawson, Frames, Lunns, Pickfords, Wayfarers and the W.T.A. are guaranteeing second-class *couchettes* to everyone who books an inclusive Winter Sports holiday. Their special train, which will leave London every Saturday to Switzerland and Austria and return every Friday, will consist entirely of *couchette* carriages. *Wagon-lits* are another matter. Their availability will be controlled by early demand. In other words, if you reserve a first or second-class sleeper as soon as possible there is a much better chance of obtaining one, even if the train is already full. Once the number of sleeping cars has been decided for a particular service, it becomes very difficult indeed to find what you want. Waiting lists are a snare. Some reservations may be cancelled, but unless you are well up on any such list, there is not a great deal of hope.

The relief train to Coire and Interlaken, which so many people rely on during the Christmas and New Year period, will not be running between December 21 and 27. There will be services on December 18, 19 and 20, which may mean that your winter-sports holiday may have to start earlier than you anticipated. This change of dates may be subject to alteration later if sufficient people insist on leaving on December 21 and 22.

Combinations of French and English are often amusing, particularly on menus where *Chop de Veau* or suchlike horrors appear. To find a winter-sports train named in that way is more than surprising. "*Sleeping Des Neiges*" is a new sleeping-car train which the Belgians propose to run mainly for their own people from Ostend to Coire and Interlaken on December 19, 21 and 23, returning on January 3 and 6. It is hoped it will be possible to link up with this train from London. Departure time at Ostend is half-past four in the afternoon. Arrival at both places in Switzerland is timed for eight in the morning. Those who prefer a longer sea journey will be disappointed to hear that the Newhaven-Dieppe service is being withdrawn from November 4 until March 19, 1959.

W. D. C. C.

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or from Dean & Dawson offices

**BERNESE OBERLAND**




*Winter Season from Christmas to Easter*

**Average 10 days all-inclusive rates in Good Hotels £18** (room, 3 meals, tips, taxes, etc., included).

Prospectus and information : V.B.O. Office, Interlaken, Switzerland, the Swiss National Tourist Office, 458-59, Strand, London, W.C.2, or your Travel Agent

**ADELBODEN** 4,600 feet
A WORLD OF SNOW AND SUN
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Average daily sunshine 7 to 8 hours. 15 Ski-lifts. Ice-rinks. Excellent hotels. Many social events. Information : Enquiry Office, Gstaad

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INFORMATION : Your Travel Agent or Tourist Office, Mürren 18, Switzerland

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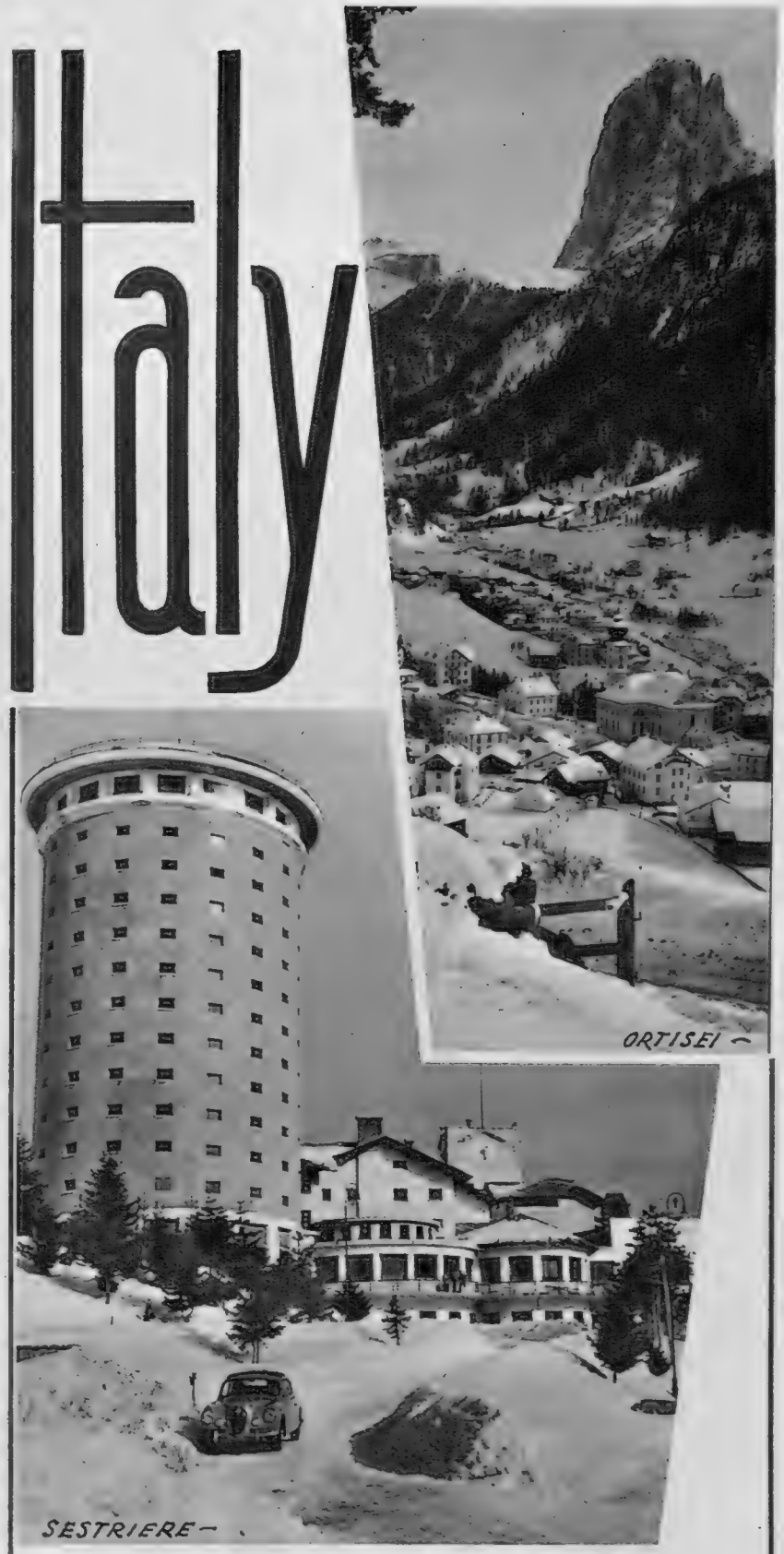
IVA ZURICH

**Italy**

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*Bob-sled runs . . .*

*Funicular railways . . .*
*Sledding . . . Ski lifts . . .*
*Gaiety and high life . . .*

ENIT

*Information:* Your Travel Agent or ITALIAN STATE TOURIST OFFICE (ENIT) London, 201 Regent Street

*Winter Sports*

# CHOOSING EQUIPMENT

*For an Enjoyable Holiday it is Essential to Have the Correct Equipment, Clothing and Accessories*

By ISOBEL M. ROE

"WE were lucky, we had two fine days." How often last summer did one hear this comment on a recent holiday. The skier will sympathise but will doubtless feel that he himself is justified in sacrificing any chance of a summer holiday for two or three weeks' winter-sporting. Having taken the initial decision winter versus summer and having decided whether to go in mid-winter or wait for the longer days and hotter sun of early spring, there are still other questions to be considered—which resort, where to buy, what to buy or whether to hire?

The beginner will probably hire his ski for the first season or two. Both large and small resorts usually have a good choice of suitable types. There is, however, a point in favour of the beginner buying his ski, and this is that he would be able to have them fitted with the latest release bindings which are seldom fitted when hired. These bindings have undoubtedly prevented a number of accidents and will be described later. For those buying ski there is the question of whether to have metal or wooden ones. Many winter sportsmen have a yearning for the rather costly metal type (from £36) since they improve the standard of the average skier out of all recognition. The reason for the improvement is that a metal ski turns with far less effort than a wooden one. Of metal ski, Head and A15 remain the most popular.

Austrian wooden ski are much in demand and will continue to be as long as they are the choice of the racers. Kästle, Kneissl and Blizzard are very well known and Fischer, too, make an excellent, reasonably-priced model. Ober of Austria make fibre-glass ski which are very well thought of. An average length for the beginner is about 3 ins. longer than himself. One of this length is very manageable, but there is no disadvantage in the early stages in having ski of eyebrow height. Some really experienced and steady skiers stick to this length as they find them very manœuvrable on beaten snow and off the track. With ski as short as these the skier will have slightly to adjust his technique and learn to pick a line which will not take him up a sharp incline. Some 6 to 9 ins. longer than the skier is a generally popular length and the racer will use even longer ski as he will get more speed out of them and greater stability at high speeds. Ski are generally already fitted with steel edges and plastic soles before they come to the shops so there will be little choice in this matter.

The choice of binding is vitally important, and the original prejudice against release bindings has been overcome. Sports shops report that last season's skiers bought 100 per cent. release bindings when purchasing a new set—most sensible people now take all precautions to avoid an accident. Some insurance companies are quoting reduced premiums to skiers using release bindings. These bindings are designed to release in twist and forward falls. The principle on which they work should be understood by the owner, who must learn the fine and accurate adjustment necessary for efficient working. The Marker, Tyrolia, Cubco and Attenhofer Securitas are popular. Long sticks which reach above the armpit are still the vogue; they are made of steel, alloy and cane.

**HOLIDAYS IN THE SNOW: Enthusiasts adjust their ski before the start of a run while others look out from the Sôlaise Téléférique above Val d'Isère, one of the most-frequented resorts in the French Alps. France is an ideal all-round winter-sports country.**

**IDEAL SKI-WEAR: The features of this shoulder-lined ski-blouse include a knitted wool collar, cuffs and waistband and a concealed zip front pocket. The blouse is included in the range of sports clothing made of Grenfell cloth.**

Boots are a very important item of equipment, as it is only with a correctly supporting and comfortable boot that a skier can hope to control his ski. Some may wonder if support and comfort can be combined—it must be combined, but when choosing a pair of boots it should be remembered that new boots, like new shoes, need breaking-in, and it is advisable to wear them at home first. A wide choice of boots is available for hire in this country and is graded A, B and C, according to condition. The charges for hiring boots and clothes seem high, relative to the price of new ones, but hiring is probably the answer in the case of growing children. It is wise to order the hired boots early if wanted for the Christmas holidays. Boot-trees fitted regularly after use will help to prolong their life.

The winter-sports clothing departments in the London stores and specialists like Moss Brothers and Lillywhites have a strong Continental flavour. The clothes are a clever combination of gay, smart and practical. Trousers are available in many colours and shades; the majority are elasticised and will keep their shape after weeks of hard wear. Elasticised material and a choice of leg lengths minimise alterations or the necessity for trousers being made to measure. Ski trousers now often take the place of slacks for *après ski* as they are so smart and comfortable to wear. Windjackets are available to match the trousers, are often reversible and have neat knitted necks and cuffs. The general tendency in jackets is for a straight front, jersey or strap and button at the side and slight pouched effect at the back. Many of these jackets are from Germany and Switzerland.

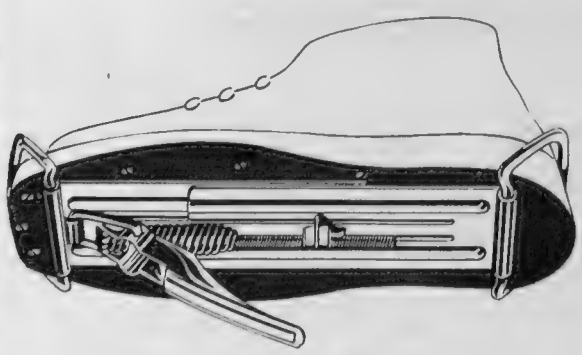
The French quilted jackets of nylon and Terylene are warm and light to wear. There is a small choice of the tight-fitting anti-wind resistance racing jackets which have wide elastic strips at the sides and down the sleeves. An English firm makes a smart tricoline jacket. It weighs less than a pound, is of double and, in places, treble texture, has good pockets and a concealed hood. A Swiss proofed nylon fleece duffel coat in gay colours weighs under 3 lb. It would have many uses on the journey and at the resort. The duffel coat and the tricoline jacket are both washable.

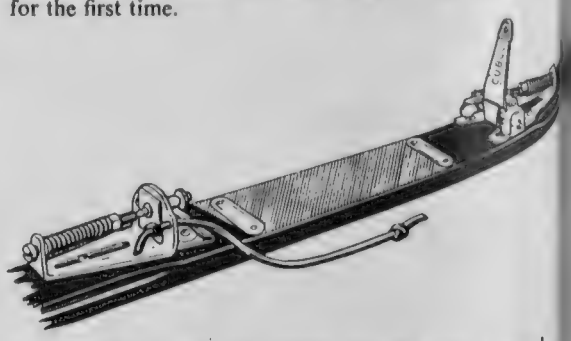
Of accessories there is a wide choice from simple plastic sun-glasses to blizzard goggles. There is sun lotion in plastic tubes, a gay variety of money pouches, lunch bags and rucksacks of all sizes. Mitts and gloves with elasticised wristlets are available in leather, gaberdine and wool and for those who feel the cold there are silk inner gloves. Woollen caps and hoods are as gay as ever; so are ski underwear and nylon stretch tights with built-in feet.

An excellent French book called *Ski A, B, C* has been translated into English. It explains in detail the latest technique, is well illustrated and should be of interest to beginner and expert alike.

The wide services and benefits of the Ski Club of Great Britain are well known. New this autumn and opening on November 4 is the London Winter Sports Centre in Sloane Street. The facilities include an information section, film shows, a reference library, a ski school, a winter-sports shop and a buffet. The normal ski classes take place between Monday and Friday and residential week-end courses have also been arranged. With all this first-class assistance readily to hand the object of the centre—to interest more people in winter sports—should be achieved. It will undoubtedly be of the greatest help to those who are taking to the snowfields for the first time.

**A WINTER-SPORTS PASTIME: A game is in progress on a curling rink at Zermatt, Switzerland. This form of sport is steadily increasing in its popularity.**





**NEW DESIGNS: The Cubco release binding is one of several designed to release in twist and forward falls. *Left*—Rigid stretch boot-trees. (Both from Lillywhites Ltd.)**

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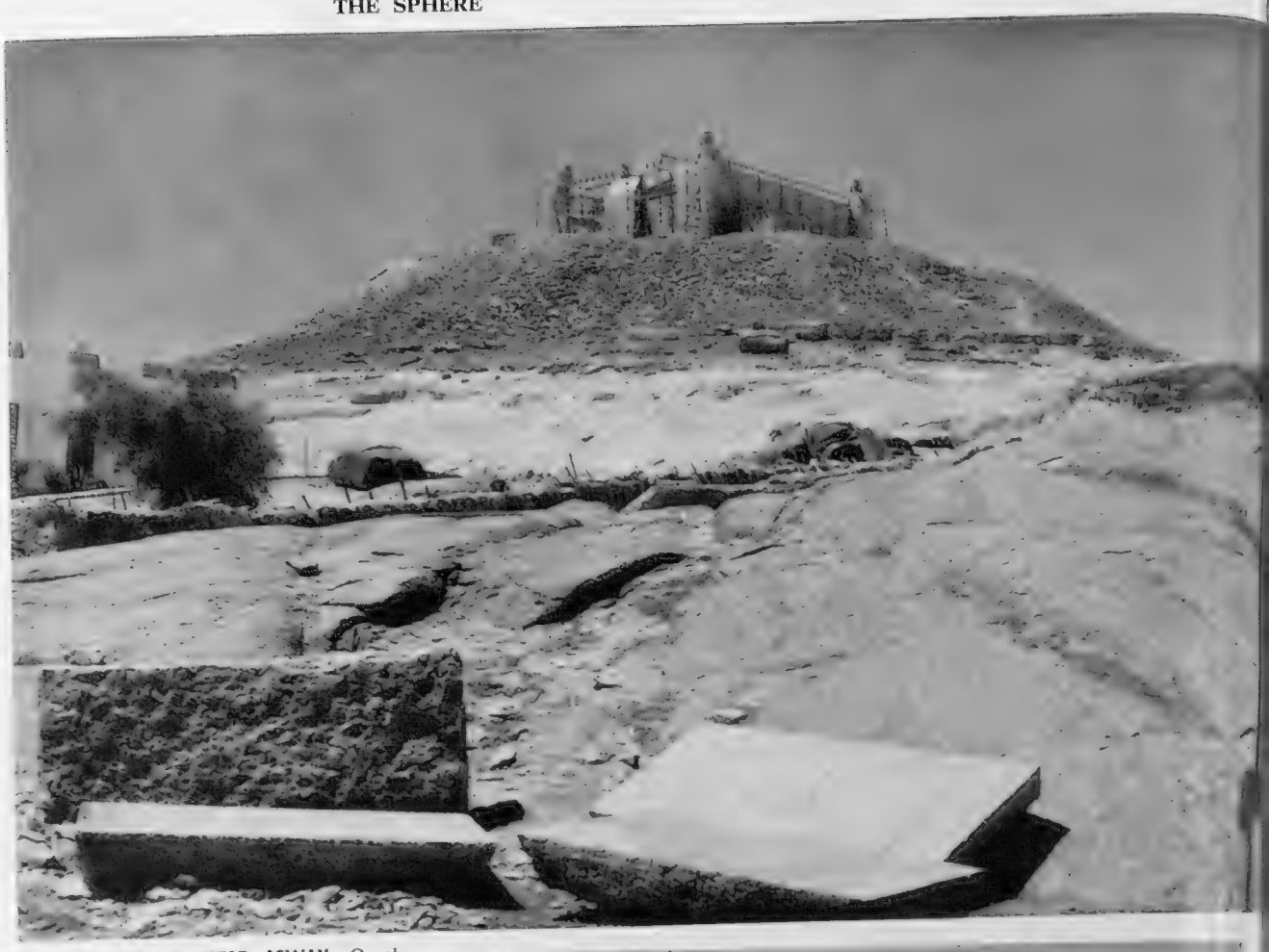
# THE LATE AGA KHAN'S MAUSOLEUM

*The Building on the Upper Nile Nears Completion*

On the banks of the Nile is the white villa, Nour-el-Sallam, in which the late Aga Khan's body waits for the completion of its last resting-place, a large and imposing mausoleum being built on the hill overlooking the villa. Across the river is the town of Aswan. Some 60,000 granite stones have been brought from the villages of El Khatara and El Aekab, near Aswan, to build the edifice. The late Aga Khan died last year, to be succeeded by the elder son of the Aly Khan, formerly Prince Karim, as Imam of the Shiah Muslim Ismaili community. The Aga Khan III was a well-known figure on the British turf, and as such was familiar to the general public. He was prominent in international affairs for many years. An Indian by adoption, he was Persian by descent, and in direct line from Fatima, a daughter of the Prophet Mohamed. He succeeded to the title as long ago as 1885, when he was eight years old, and towards the end of the last century was entertained by Queen Victoria at Windsor Castle. The Ismaili sect, which is estimated to number about 12,000,000 people, is distributed mainly over Africa and Asia.



**NEAR ASWAN:** On the banks of the Nile in Upper Egypt, the mausoleum to contain the body of the late Aga Khan stands in a commanding position. On the left is a wing of the white stucco villa which is the coffin's resting-place until the mausoleum is completed. Work started on October 20, 1957, and it is hoped that the building will be completed by the first day of next year.

*On left—*

**THE ENTRANCE:** The steps lead down to the tomb in the mausoleum. Concrete and granite blocks and various decorative materials are being used in its construction.

**ALMOST COMPLETED:** Scaffolding still surrounds the mausoleum which is surmounted at each corner by a dome. The designs for the building in the Fatimic Islamic style are the work of Professor Dr. Farid Shafie, who is at the University of Cairo.

**THE TEMPORARY RESTING-PLACE OF THE LATE AGA KHAN:** Inside this white villa on the side of the Nile lies the body of the late Imam of the Shiah Muslim Ismaili community. The picture was taken from the top of the hill on which the mausoleum is being built.

**THE WORK IN PROGRESS:** Some idea of the interior of the mausoleum can be obtained from this picture. Texts from the Koran are etched on the ceiling of the building, which is being erected at a cost estimated at approximately £100,000.

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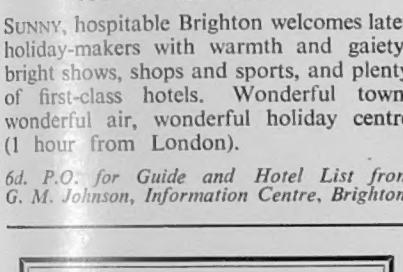

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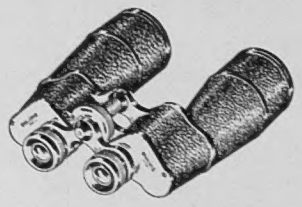

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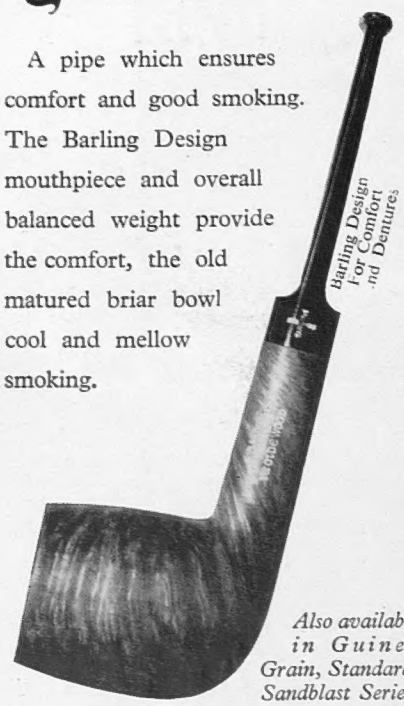


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# MARKING NELSON'S BICENTENARY

*The Church of the Norfolk Parish where Britain's Greatest Admiral was Born Two Centuries Ago*

**THE BELL WHICH NELSON HEARD AS A BOY: A workman adjusts the 300-year-old bell which has been restored and rehung in the belfry of the church in Norfolk.**

**REMEMBERING A NAVAL HERO : A special service was held at All Saints' Church, Burnham Thorpe, Norfolk, in memory of the 200th anniversary of the birth of Lord Nelson in the parish where his father was rector.**

Horatio Nelson, who was born on September 29, 1758, was a brilliant but strange character. His genius as a naval commander can never be questioned. Developing the original tactics inaugurated by Rodney, he won a series of epic victories which saved England and the world from domination by Bonaparte. Self-centred and verbose—his meeting with Wellington in Castlereagh's anteroom and his last message to the fleet before Trafalgar are evidence of this—he has also come down in history as a great lover owing to his liaison with Lady Hamilton. Because of his genius he compels attention, and the phrase "the Nelson touch" are words of the highest praise in the English language.

His father was rector of Burnham Thorpe, in Norfolk, and young Horatio entered the Navy through the patronage of his uncle, to whom he was "captain's servant" in 1770. Nine years later he had reached the rank of captain, but it required the emergency of war to bring out his full capabilities. Burnham Thorpe Church still possesses relics of the Admiral and a special service was held there last week to commemorate his birth. The Nelson bicentenary was also ceremonially observed in London and Portsmouth as well as in a number of other places in Britain.

*On left—*
**HORATIO NELSON : The bust is in All Saints' Church, together with the crest from the battleship *Nelson*.**

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# IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

*Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor,* THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

THE WEATHER THE WORLD OVER has been a daily news item in recent months and enterprising holiday interests on the East Coast might well have taken concerted action to remind the public that they are situated on the drier side of Britain.

So let us turn our thoughts this week to East Anglia which, apart from better weather, has much to attract autumn holiday seekers as well as those who can snatch long winter week-ends.

My thoughts turned to Suffolk when, one day on glancing at the daily weather news, I read that Mildenhall, in Suffolk, topped the highest temperature of the day, viz., 82 degrees, as against 76 in London.

I have no interest in this particular small town in the Fens, but it did remind me of that much more attractive part of Suffolk where the old-world village of Clare is situated (it will be found about two miles east of the main Cambridge/Colchester road). Here, about two years ago, Mr. and Mrs. Michael Slade opened as an hotel a fine Jacobean building called Nethergate and I am happy to focus the limelight on this comparatively unknown find, for Mrs. Slade, before her marriage, helped her brother, Gerald Milsom, in building up the gastronomic fame of that attractive sixteenth-century Le Talbooth, situated at Gunhill, near Dedham, which is just over the Essex border.

Apart from the pleasures of a good table at the Nethergate Hotel, Clare, the rural charm of this part of East Anglia, where Essex and Suffolk are as interwoven as a lovers' knot, was so beloved by Constable and Gainsborough that I feel more people should know about its charm.

From a motoring angle the roads are unfrequented, although there are some attractive villages in the area such as Lavenham, Long Melford and Finchingfield; Newmarket is but 15 miles distant, Bury St. Edmunds 17 miles and Cambridge 27. If you were contemplating a leisurely motoring holiday in East Anglia, my plan would be to spend a few days in Clare, lunch at Le Talbooth, near Dedham, and then move on to that still charming and unspoilt Suffolk resort, Aldeburgh.

It would be in keeping with the atmosphere and gastronomic pleasures of Nethergate and Le Talbooth that you should stay at Aldeburgh in Miss Connie Winn's Uplands which she runs as her home, complete with a treasure of a cook and a faithful butler. Miss Winn has but one fault, which reacts to our benefit, she cannot commercialise her home, so practical hoteliers may be horrified to see the lashings of butter, cream and best china which are features of every meal.

From Aldeburgh weave in and about by-roads to view Dunwich, Walberswick and on to Southwold where, if you can get accommodation, you will be well advised to choose The Swan or its smaller relative, The Crown.

If time permits, and I do not think in the latter months of the year it is necessary to schedule each night's stop, make note of the Waveney House Hotel on the outskirts of the old market town of Beccles.

It is a pleasant surprise to find this old house, now a modernly-equipped hotel, on the quiet banks of the Waveney. Only the sound of motor-boats and the nearby rookery disturb the peace of the hotel, with its walled garden and river terrace.

Mrs. Brumfitt and her son have installed central-heating and h. and c. throughout the house, adding comfortable beds, individual lighting and attractive decor to make the eleven bedrooms of this once private residence up-to-date without spoiling its character.

The first-floor lounge, club bar and dining-room on the ground floor are all well-proportioned spacious rooms and the food is as good as many years of catering experience can make it.

We have yet one more place to visit prior to crossing the boundary into Norfolk and that is Lowestoft, the most easterly point in England but still on the drier side of Britain. For bracing air there is no place to equal it. As a puny small boy, I was sent as a boarder to a preparatory school there, so I should know!

Here, my recommendation of a good hotel is The Hatfield. With a vantage position on the Esplanade, it has for many years been under the control of the Henderson family, so both old and new visitors can be assured of a consistently high standard of service, catering and accommodation throughout the year. *Table d'hôte* menus are most comprehensive in their choice (on the day we last called for lunch turkey, chicken, beef, pork and salmon were some of the items available).

All bedrooms are comfortably furnished and, due to the 120-ft. frontage overlooking the Esplanade, and its corner site, an unusually large number have sea views. Built on two floors only, there are also a number of ground-floor bedrooms for guests who cannot manage stairs; so The Hatfield is admirably designed for invalids and convalescence out of the holiday season.

Following the coast and only ten miles north is Great Yarmouth, in Norfolk, where will be found The Carlton Hotel (late Victoria Hotel), which should not be missed.

Although one of the oldest-established hotels of the town, our interest dates from the time when Mr. H. E. Taylor became its Managing Director. As at The Castle Hotel, in Norwich, one of his other interests, a tremendous scheme of modernisation has been carried out at The Carlton to make it one of the most up-to-date hotels on the East Anglian coast. A new dining-room, grill-room (available for functions), additional private bathrooms, shaver points and radio in all bedrooms are the major points, though guests who have visited the hotel in the past will also appreciate the comprehensive scheme of redecoration and refurnishing that has been completed.

As far as the food is concerned, suffice it to say that The Carlton (like its sister hotel in Norwich) holds the rosette award of the motoring organisations.


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*From a painting by Harold Wyllie, O.B.E., Vice-President: Society of Marine Artists*

# SENIOR SERVICE
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## FAMOUS NAMES IN THE ROYAL NAVY

In the records of the Navy the name VICTORY goes back to the Armada. But the most famous H.M.S. VICTORY will always be Nelson's flagship at Trafalgar. Reconstructed here is the scene at Spithead on September 14th, 1805, as Nelson leaves England for the last time. He is being pulled alongside in his barge as VICTORY and the frigate EURYALUS fire the gun-salute due to his rank of Vice-Admiral.

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